

The Autocar

1/-

FOUNDED 1895

A WEEKLY PUBLICATION



LEADERSHIP: With his inspired use of graceful lines and superb materials, THOMAS SHERATON

brought new beauty and charm into countless homes. He was a leader in design and style.

FORD LEADERSHIP is in a different field, but the same regard

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aspects of 'Five-Star' Motoring, Ford

Leadership is unassailable. Ford Leadership

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the 'oiliest' oil



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LIMITED





"Yes, yes, same car, same year, but one's **TECALEMIT** serviced and your clever dad's isn't..."

Today a car is judged by appearance and performance—not by its vintage. Tecalemit Specialised Maintenance Service keeps cars young.

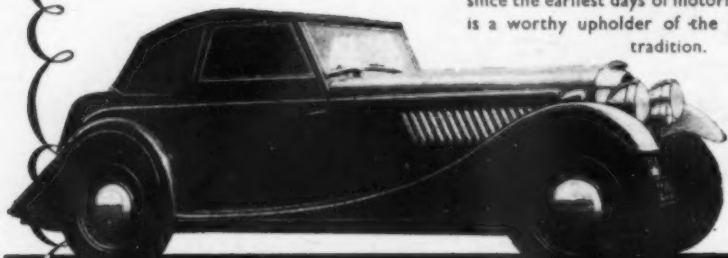


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For the Individualist

THE IMMACULATE MORGAN

A small car with a large engine and a wonderful all round performance. Built by the firm famous since the earliest days of motoring, this two Litre is a worthy upholder of the proud 'Morgan' tradition.



The Morgan 2 Litre Plus Four

MORGAN MOTOR CO LTD • MALVERN LINK • WORCESTERSHIRE

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MOBILLOIL—FIRST WITH THE LATEST
WHY ACCEPT LESS FOR YOUR CAR?



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WILL YOUR NEW CAR HAVE THIS?

If your new car is fitted with an Ace "Registrator" or similar rear number plate designed to embody illuminated translucent characters, remember to specify Ace "Prismatic" characters, and for the front number plate Ace "Silver Peak"—Britain's best number plates. Ace characters are dignified, and durable—they will not discolour or warp and will always look fresh. You can order them from your garage—we have a nation-wide service.



ACE 253



This is the Ace rear number plate panel, fitted with our Prismatic Translucent characters. The characters are of uniform design, well balanced and pleasing in appearance.

ACE

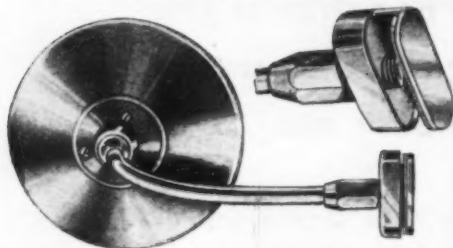
PRISMATIC translucent CHARACTERS

CORNERCROFT LTD

ACE WORKS, COVENTRY (TELEPHONE 64123) AND AT 32 CLARGES STREET, LONDON W.1. (CROSSVENDOR 1446)

N.C.25

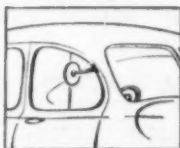
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PATENT SCREWLESS SIDE MIRROR

British Patent No. 648,626

One-minute, theft-proof fitting to door-flange without holes or screws. Suitable for right- or left-hand fixing. Wide angle adjustment avoids that blind spot. Chromium-plated. Rustproof. Retail Price 19/3.



The Side Mirror is also available with special Anti-Dazzle Glass

Retail Price 19/9

NEW UNIVERSAL WING MIRROR

The reversible head allows this mirror to be fitted to either wing. The flush-fitting, spun-in mirror glass is available in convex (4c) 17/6 or Flat (4f) 15/3.



These mirrors act as "width indicators," if fitted to project over wing edges. They enable the driver to see following and overtaking traffic simultaneously.

TUDOR

TUDOR ACCESSORIES LTD · SILVERDALE ROAD · HAYES · MIDDLESEX

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**NEVER BEFORE***such a gentle run-in*

On the left a COVMO XL de Luxe Piston in new condition. On the right the same piston after running-in showing how perfectly it has been bedded-in and the excellent skirt form.

NEW
features
which
protect
your engine



Pistons and cylinders are vital to engine efficiency

CHROMIUM PLATED TOP RING

The most recent and far-reaching development in piston research. The layer of hard chrome on the working surface of the top ring in contact with the bore not only virtually abolishes ring wear but also reduces wear of the bore by more than half. The combination of a tapered periphery ring in the second groove, with this chromium wear-resisting ring successfully achieves the dual objects of good bedding-in and long life of the respective working surfaces. Full engine efficiency and economy are maintained for **TWICE THE NORMAL PERIOD**. The well known Maxigroove Oil Control Rings are fitted to ensure satisfactory oil control.

BLACK GRAPHITED SURFACE
checks running-in wear.

The smooth black surface of the XL de Luxe piston is an impregnation of colloidal graphite. This is remarkably tenacious, lasting for the whole of the average run-in period. It provides extra lubrication during the critical early period before the new bore is fully lapped by piston action. This is another brilliant new feature which means longer life and far greater refinement of running than has ever before been possible.

FULLY FASHIONED SKIRT

XL de Luxe Pistons in addition to giving you the Long Life Rebore also give you smoother running. Each piston is ground with compound ovality to produce a skirt form fully fashioned to fit the bore perfectly at high temperatures. New standards of quietness and smoothness result.

AMAZING RESULTS from "SENSATIONAL" NEW PISTON

run-in wear reduced . . . cylinder life doubled . . .
smoother quieter running . . . more rebore miles
at less cost per mile.

The NEW COVMO XL de Luxe Piston is producing such wonderful results in rebored engines that it is being described as 'sensational.' The COVMO 'Long Life Rebore' provides just what so many motorists want — a piston of de Luxe quality which will give their engine the new lease of life for the further spell of duty that most people must demand from their car in present conditions.

This extra mileage from cylinders, pistons and rings and extended economical running will cost only a little extra on the cost of your rebore. More fully described in a special leaflet post free from BRICOVMO LTD, Coventry.

THE CERTIFIED

Long Life Rebore

WITH



XL de Luxe
P I S T O N S

Look for the SATISFACTION SEAL which should be attached to your windscreen by your garage as a guarantee that your engine has had the Long Life Rebore.

FOR MORE THAN THIRTY YEARS

The Peak of Quality

Cogen

Observe the Highway Code

Hints on Driving

SOME GENERAL HINTS

Make sure your tyres are in good condition and inflated to the correct pressure. A front or rear burst is dangerous, but the former is the more disastrous.

Many drivers will not allow on the roadside lamp—notice your own position in an emergency.

Keep a sharp lookout for changes in road conditions. Look for a change in the surface of the road, for example, a change from a smooth to a rough surface, or a change from a dry to a wet surface, or a change from a straight to a curved road.

Always be prepared to stop or slow down, and avoid driving too fast for the conditions. If you are in a position to stop or slow down, do so before you reach the point where you may have to do so.

When following a "slow" or "stop" sign, look ahead for the "give-way" or "stop" sign, and be prepared to stop or slow down before you reach it.

When approaching a "give-way" or "stop" sign, look for the "give-way" or "stop" sign, and be prepared to stop or slow down before you reach it.

When approaching a "give-way" or "stop" sign, look for the "give-way" or "stop" sign, and be prepared to stop or slow down before you reach it.

This is to warn you →



— and so is this →

How many motorists realise the vital part their tyres play in allowing speed and manoeuvrability with safety? As this diagram shows, the tyre is subjected to immense stress when cornering; that is why it is so important that your tyres should be of good make, in good condition and kept at the correct pressure. Tyre maintenance is your responsibility but the manufacture of reliable tyres is ours.



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Safe and Sound

JOHN BULL RUBBER CO. LTD., LEICESTER

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REAR SEAT COVERS
Small 20/- Large 30/- Post 1/-

Tailored Seat Covers supplied in Green, Blue, Brown, Buff, Grey, for any car. Quotations by return. State car, M.P. and year.

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Name.....

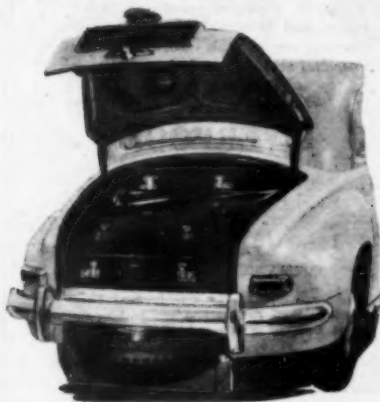
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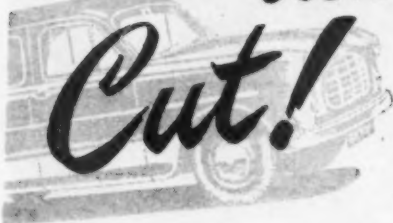


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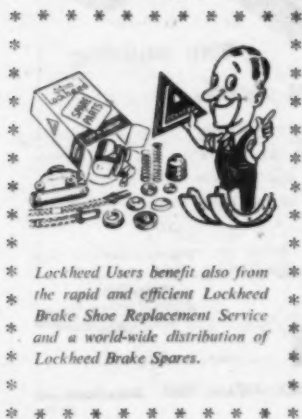
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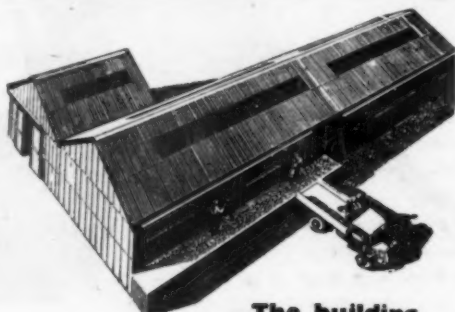
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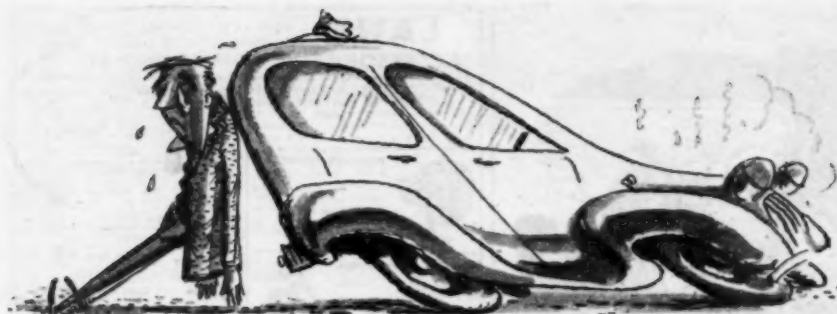
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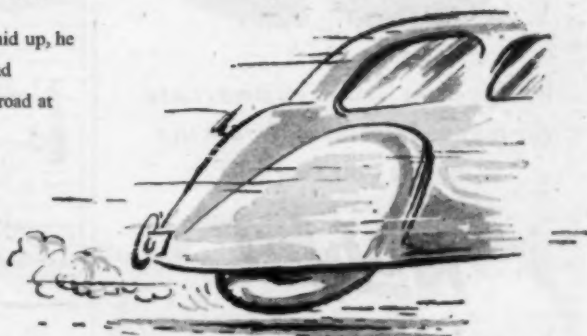
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let's get back to horses

This woebegone chap doesn't like cars. Always laid up, he says. Throwing good money after bad. You spend pounds on repairs and you still get stuck on the road at midnight. Give me a horse any day, he says.



THINK I'LL HAVE A WHACK AT THE RALLY

But this cheerful chap loves his car. Same year, same model, same price as the other fellow's. Yet it's never laid up. Goes to work in it every day and tours almost every weekend. Hardly ever costs him anything for engine repairs. Why? Because his engine is *clean inside*. The lubricating oil is uncontaminated, the petrol is pure and the water in his cooling system is soft and clean. He knows that motoring is by its very nature a dirty business. Road dirt gets into the oil and makes it abrasive. Dirt and water get into the petrol tank. Scale forms in the water passages. Gritty oil, dirty petrol and scale in the radiator mean trouble. Expensive trouble.

This fellow went to his garage and had his engine fitted with FRAM FILTERS. The FRAM OIL CLEANER ensures that his engine is lubricated with clean oil. The FRAM PETROL FILTER keeps dirt out of his carburettor system. The FRAM COOLING SYSTEM FILTER sees to it that his engine doesn't burn itself to early death with excessive heat. Have FRAM FILTERS fitted to *your* car to keep it running sweetly and to whittle your repair bills down to nothing.

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You can buy the filters separately. For a 12 h.p. car, all three cost £7. 14. 6, and your garage can fit them in a few hours.



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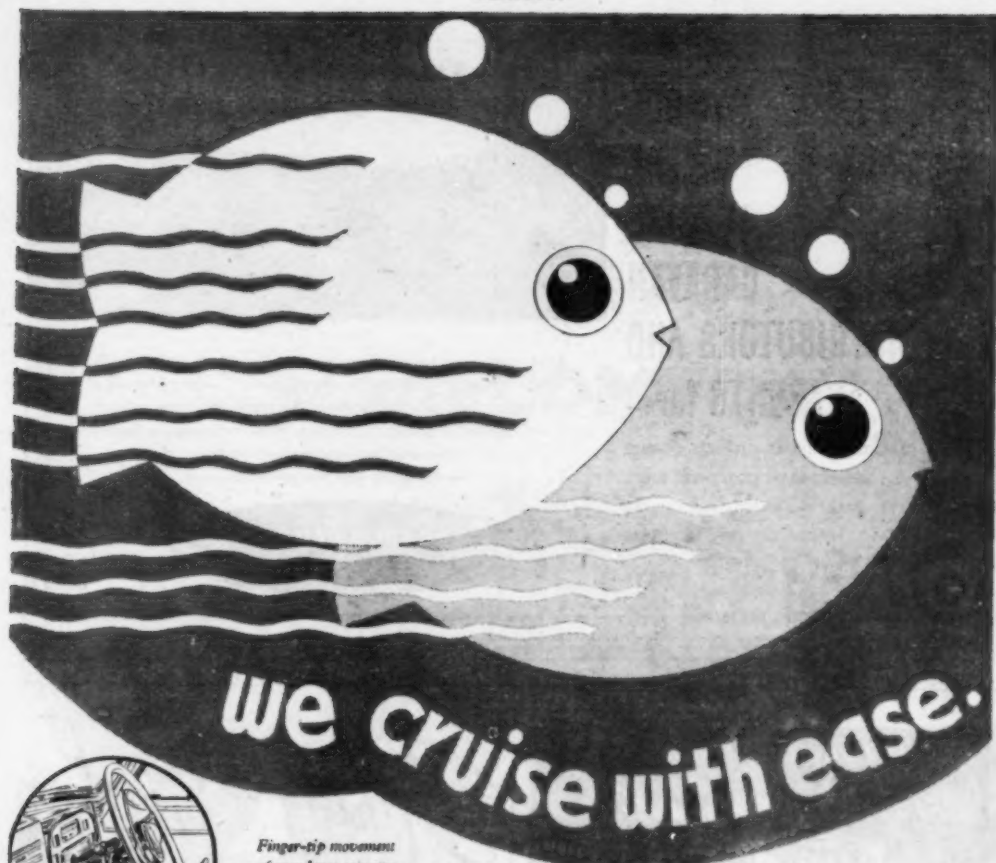
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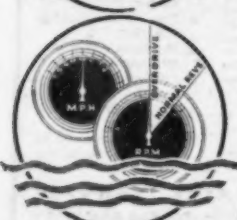
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Fitted as an optional extra on the Standard Vanguard and Triumph Renown cars, the Laycock-de Normanville Overdrive has been acclaimed the world over.

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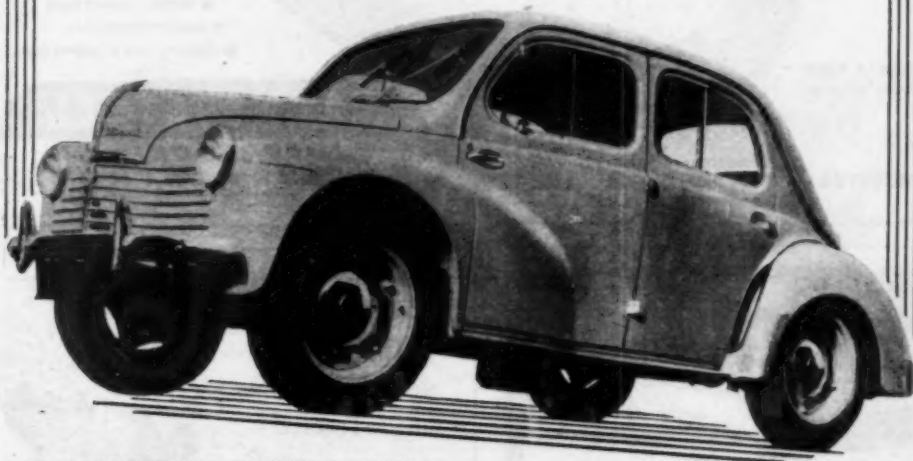
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and even more effortless hill-climbing—yet with always something in reserve. And still the 750's extraordinary petrol economy remains unaffected—a test by *The Motor* showed 50 m.p.g. at a steady 40 m.p.h! All this—plus improved Telescopic shock absorbers and bigger tyres to provide extra comfort and safety for 4 passengers—puts the Renault 750 on a high quality level unequalled in light car motoring.

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CVS 281

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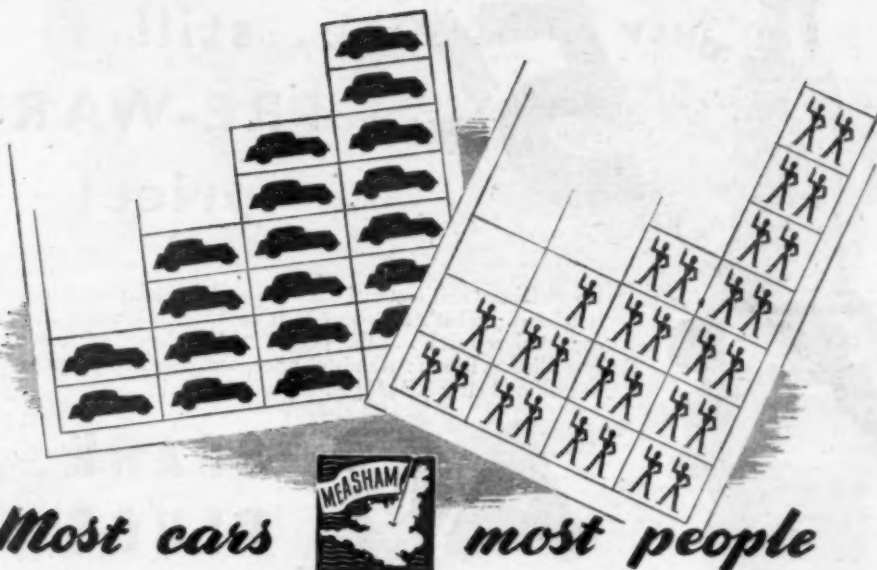
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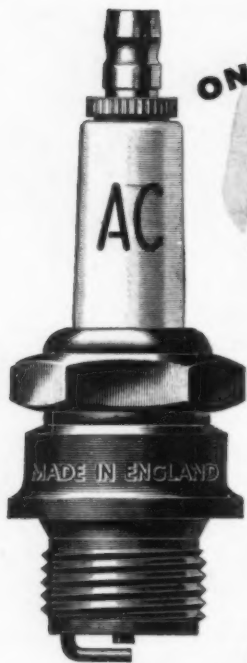
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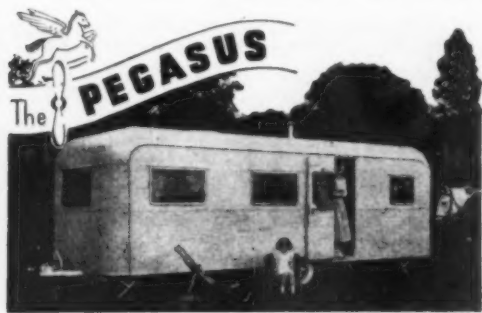
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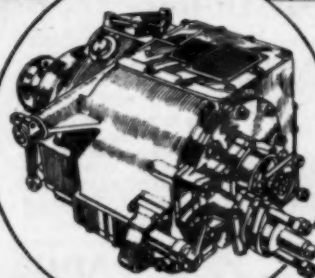
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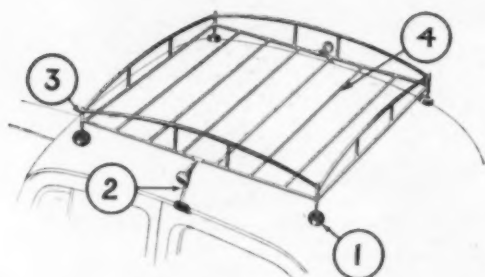
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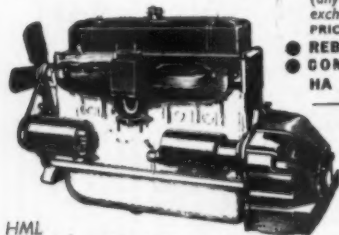
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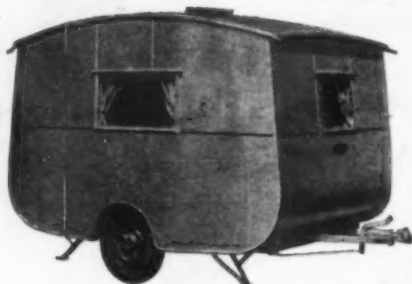
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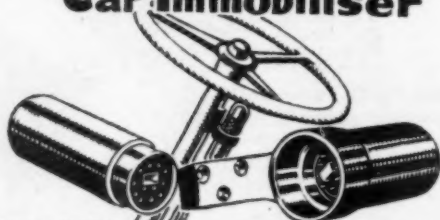
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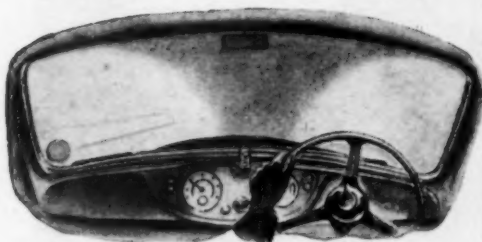
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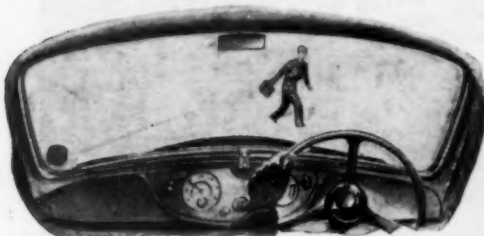
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The Autocar

FOUNDED 1895

No. 2940

FRIDAY, APRIL 4, 1952

Vol. XCVII

Tinkering-time

NOTHING very bad can be said about owner maintenance, in spite of the derogatory remarks from a certain kind of service station, provided that it is carried out with care. As a help towards this there are several articles on subsequent pages of this issue. Their basis is the assumption that spring-cleaning activity within the household sets an example that the car owner must irresistibly follow—even if only because he is shamed into it.

The exercise of care is sufficient precaution in all directions. It immediately puts out of bounds jobs that are really beyond the owner, and it makes heavy-handedness with tools impossible. It avoids such risks as tinkerers lying under a car that has its wheels jacked up and no chocks in position as a safeguard (owners who see no danger in that might do well to think about it), and, above all, it means a job well done from start to finish, something of which motorists cannot invariably be certain as they pay their service bills.

The wisest general advice is given by the expert who suggests that car "interior decorating" is not beyond the ordinary owner. For heaven's sake, he says in effect, take it slowly. Here is, in fact, the best advice for all car work, involving, as it does, largely unfamiliar practice and considerable dexterity in tight quarters. The man who attempts to reset his valve clearances in half an hour is doomed to clatter—or worse; and a ten-minute walk to the nearest supply source for a set of feeler gauges is time well spent in the checking of a contact-breaker gap, for the submariner's navigational motto is no substitute for the absence of the tiny screwdriver and gauge from the tool roll. One other point may be made, and that is the importance of cleanliness. Where work is to be done, on no matter what part of the car, start by cleaning the part concerned, and if the work involves dismantlement, take the opportunity to clean each part while it is detached. Such meticulousness may sound tedious, but in the practice there is great satisfaction; and, pundits notwithstanding, there is no doubt that the car will run better for it.

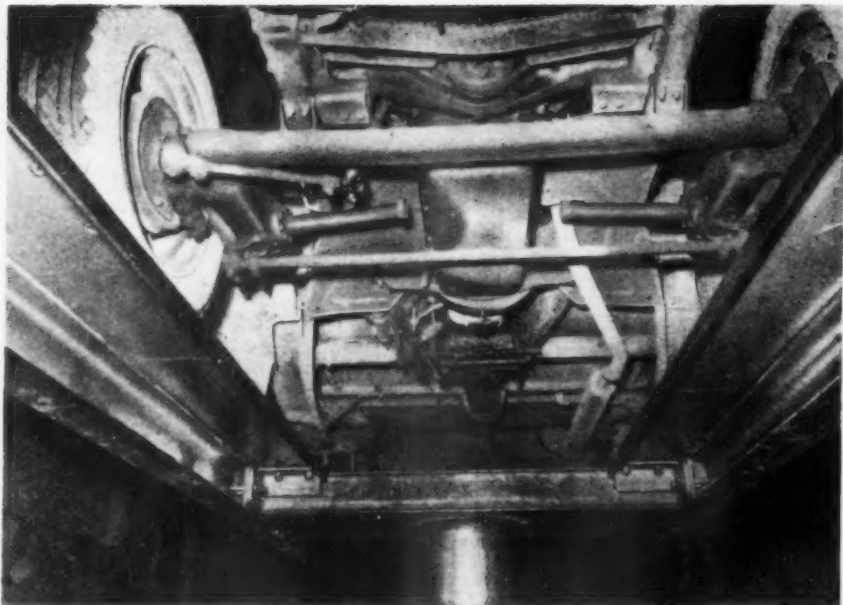
Fuel Facts for Politicians

ONCE more the hoary and misleading excuse for the continuation of Pool spirit has been trotted out, this time by the Earl of Selkirk, on behalf of the Government, in the House of Lords. For the benefit of politicians this journal makes its retort in the words of Mr. J. D. Davis, M.A., A.M.I.Mech.E., Engineer in Charge of Automotive Gasoline Research at the Thornton Research Centre, quoted from his latest Paper on the utilization of anti-knock quality.

The Earl of Selkirk said: "The manufacture of premium brands of motor spirit would mean the sacrifice of quantity for quality." Mr. Davis is a little more factual: "Thermally Cracked Gasoline. Although in the early days of the oil industry fractions lighter than kerosene were an embarrassment, the rapid growth of the motor industry soon resulted in the need for an increase in the yield of gasoline from crude oil. Thermal cracking, at high pressures and temperatures, of heavy petroleum fractions was the first successful solution to the problem. Gas oil and residues from crude distillation provide the feedstock for this process." (*The Autocar italics.*)

Under the further heading, *Catalytically Cracked Gasoline*, Mr. Davis continues: "Higher gasoline yields, with much lower gas and coke formation, can be obtained under much milder cracking conditions by the use of catalysts."

Once more let it be said that the catalytically cracked high-octane spirit (the "premium brand") is additional to the "straight run gasoline" that is distilled off earlier to form the basis for Pool, and the only sacrifice of quantity involved is in the by-products left after catalytic cracking has taken place. If the Government means that it cannot countenance the reduction of these then let it say so; but it will be agreed by all who read the Earl of Selkirk's words that the implication is, exclusively, "Higher octane, less petrol."



This is the ideal view of the car at the opening of spring-cleaning activities. But other solid supports or a pit are adequate when the luxury of a hoist is not available.

After the Winter: SPRING IS THE

IT was customary not long ago, when a meagre petrol ration was saved up for the summer, for very many cars to be laid up during the winter. In the spring the tarpaulins were removed, and work was put in hand to get the car ready for what were hoped to be trouble-free summer sorties. No doubt many cars are still put on blocks for the winter but, as motoring in any form is so expensive, the majority of cars now are owned and run for essential purposes for at least part of their use, and are therefore on the road throughout the year.

Neglect and damp are the worst enemies of any car, and, after a typical British winter, enormous dividends are to be gained by a thorough spring clean—and this does not mean that appearance only is going to be improved. Most drivers would know what to do to bring a neglected or dirty car back to standard, but they rarely make a successful, thorough job. The reason for this is simple enough: when he is faced with the whole bulk of the car in poor condition there are so many different jobs all screaming to be done that the owner gets left away from any system; and system is essential.

A car which has been regularly serviced during the winter should not be suffering from lack of lubrication of the working parts, or any glaring cases of rust or corrosion. It is not the present purpose, therefore, to describe normal servicing technique. At least once a year—preferably twice—an examination should be made of all those parts which are not normally seen or serviced.

Clearly, the first step in any such operation is to get the chassis clean enough for any signs of danger to be

by Michael Clayton

seen, and to reveal the normally unseen parts of the body where deterioration may be insidiously taking place. It is most desirable that the car should be put on a ramp or lift for cleaning the chassis, and if the proper equipment for this purpose is not available a little ingenuity should solve the difficulty. At least it should be possible to run two wheels on to a high kerb so that the owner can get under the car without getting stuck! Similarly the car can be jacked up as high as possible and then held in the raised

position by solid, "un-tip-overable" supports.

Having got so far the usual temptations must be resisted. You know them well. While jacking up, some rust is noticed on the radiator grille. That should be cured during body cleaning, but the proud owner does it while he thinks of it—and so begins a long chain of odd jobs to the detriment of the prime purpose of the work in hand. From under the car all the dirt of the winter should be removed. From the insides of the wings, the chassis frame, the dampers, springs, axles, steering components, brake linkages—from everywhere. Petrol and oil, or a paraffin mix, can be used for the purpose, care being taken only to avoid treating rubber-covered leads, rubber bushes, and so on, to doses of oil.

This cleaning can be a rather long and tedious job, but it really is worth while. If a wing becomes damaged accidentally it is often possible to remove it and have the dent beaten out. On cars which have been allowed to rot underneath, however, it is all too often the truth that the joint between wing and body is so rusted that the wing cannot be replaced once it is disturbed. If the underneath of the

car is thoroughly cleaned these joints can be carefully examined, the rust treated, and the whole given a good dose of engine oil. (When work underneath the car has been completed, more oil, mixed this time with a little paraffin to thin it down, can be run down the wing-body joints from above to complete the rust protection of these vulnerable areas.)

In the same way the chassis frame can be properly examined while it is clean and subsequently treated to a good coat of oil, as can all those parts which are of steel and therefore need rust protection. Special products for chassis protection are another alternative to consider. But preservation of the car is not the only benefit to be obtained by cleaning the underneath. Close attention should be paid to the condition of all steering components and joints, and to the whole of the brake system. A hydraulic brake line may be loose or damaged, a cable may be frayed, or mechanical linkages worn. At the same time the hand brake system can be checked. This is the opportunity, too, to examine all those parts which are greased in normal servicing, to see whether grease is in fact getting through to the surfaces that matter. Armed with a grease gun it is possible to see whether grease inserted into a king pin nipple works its way through to the bushes (with the wheels jacked up to take the load off the king pins). If not, the nipple can

be removed and washed before the procedure is repeated. So often a gun is wielded without achieving the essential result. If success in this matter is not obtained, the car, while still clean underneath, can be handed over for pressure greasing and examined once again.

The springs, of course, should be included in the examination. It is as well to have them sprayed professionally, but if the car is jacked up by the chassis frame rather than by the axles the springs are allowed to "relax," and a good coating of oil will subsequently work fairly well between the leaves. Further reference will be made to examination under the car, but first it would be as well to make some comment on cleaning the engine—for much oily dirt will find its way round to the bottom of the engine.

There are two popular methods of engine cleaning, one being to use petrol, paraffin or a proprietary compound sparingly, thus avoiding splashing electrical components and other vulnerable parts. With this method it is best to clean a fairly small area at a time. The other method is very simple, particularly when the operator is used to it, and it is widely employed in service stations. It is vastly quicker than the first method and is usually more effective. First the distributor head and h.t. leads are removed and the base of the distributor is covered with rag, the hole in the coil which takes

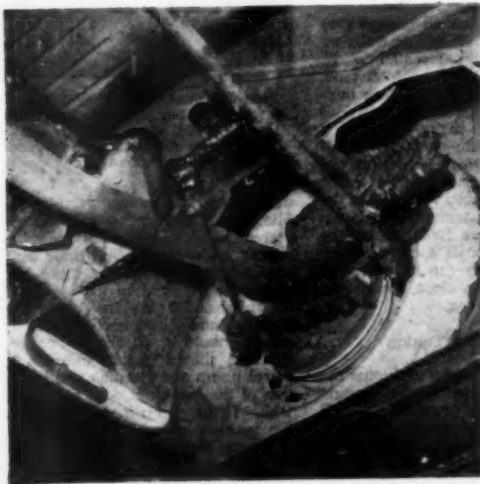


It is not enough simply to use the grease gun on any component. It is necessary also to see that the grease gets through to the vital parts. With king pins, for example, grease should be seen escaping above and below, as it is doing here.



TRADITIONAL TIME FOR PUTTING ALL IN ORDER

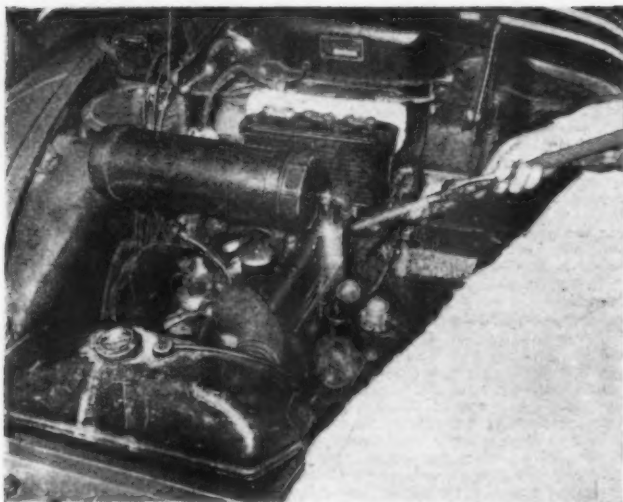
Below: Any leak of lubricant soon becomes caked in dirt from the road and a thorough clean is necessary before a proper inspection can be made. Right: This is a customary way of jacking up, but it does not permit the springs to sag and so facilitate their lubrication.



The joint between a wing and the body is a typical place for serious rust to start, underneath the car, and it works round under the cellulose.

After the Winter

continued



A proprietary engine cleaner has been used (which turns milky when mixed with water during the hosing down). This is an effective method of engine cleaning provided that precautions are taken. In this illustration the rag over the distributor base, another over the battery vent plugs, and a third plugging the top of the coil can be seen.

the high-tension lead is plugged, and the vent plugs of the battery, carburetor air intake, fuse box and the like are covered. The proprietary engine cleaner is then used liberally with an engine brush and subsequently the whole engine is hosed down with ordinary cold water, care being taken only to avoid splashing the radiator too heavily. Water splashed in the honeycomb produces disastrous results on starting the engine when the electrics are unprotected.

All this is done while the engine is warm, and the car is restarted on completion of the job. Odd nooks and crannies can be cleaned afterwards.

A special benefit results from a good clean in this way because, before too much dirt starts collecting again, it is possible to spot any leaks. Petrol leaks, oil leaks, water leaks, hydraulic damper leaks—they can all be spotted more easily when the respective components are clean. Indeed, this is often the only way.

A general tightening of nuts and bolts, particularly remembering those securing the springs, dampers, exhaust system, and so on, should follow, the whole of the underneath of the car being for once left really clean and protected against the elements for a further period.

As has already been recorded in this journal, there is a growing tendency amongst manufacturers to recommend a lighter oil for all-the-year-round use. Many drivers, therefore, and particu-

larly those who use their cars mainly for short journeys, may be continuing with a grade of oil which used to be used only in the winter. However, if a change of grade is recommended, or if the sump is ready for new oil anyway, this is the time to do it. The old oil should, of course, be drained while it is hot, and it should go without saying that some special care should be taken to see that the sump drain plug is replaced securely.

But do not confine oil changing to the engine. Fresh oil will be welcome in the gear box and differential casing, remembering to use the correct type. And a word of warning. Before buying a supply of Extreme Pressure oil for the differential make sure that it can be inserted without special equipment. Many an owner has drained the differential casing and discovered that the filler plug is placed vertically in the side of the casing and very high up; in a position where fresh oil can be pumped only through a curved tube. Often this difficulty can be overcome by using an empty, clean grease gun with its valve removed.

Touching on Tuning

It is not intended now to discuss the procedure for adjusting the ignition and carburation in detail, but this is a time when a readjustment should be made. A heavier summer grade of oil, if used, may possibly have upset the existing carburettor slow-running set-

ting. Here are one or two points worth watching: If the carburettor is unfamiliar, get an explanatory pamphlet from the manufacturer's agent before touching it, or get some more knowledgeable friend to demonstrate first. Particularly, with an S.U. carburettor, do not be tempted to set the mixture too weak if you indulge in fast driving—and remember the S.U. dash-pot lubrication. (Detailed advice on carburettor attention appeared in the last issue.) Do not over-lubricate the distributor shaft; new contact points will be the most satisfactory action if the old ones are badly pitted; or have the old ones reground by machine at an appropriate service station.

While working on the ignition and carburation it should be remembered that this is Operation Spring, and more can be done than would be possible in ordinary maintenance. These extras include checking to see whether the h.t. ignition leads are perished. On older cars it is more than likely that they are, even if they do not look too bad. Replacement is cheap and



Pressing down the beading between a wing and body joint usually reveals the beginning of damage by rust. Thin oil run into the joints is a good precaution.

simple, and therefore worth while. Many a breakdown which has appeared baffling has been traced to leaking leads—particularly those which run in conduits. All the other leads should be included in the inspection, for splashed oil may have done a lot of harm, and all connections and terminals should be checked. Fuel feed attention should include cleaning the petrol pump and cleaning and inspection of the fuel lines right back to the tank. If the pump is electric turn on the ignition and see if the action of the pump produces any leaks. Another useful check is to turn on the ignition and see how often the pump ticks

without the engine running. If there are no leaks the pump should remain silent or tick only occasionally once the float chamber has been filled, but if the pump ticks frequently there is probably a leak somewhere or a fault in the adjustment of the carburettor. Remember that only slight seepage can have a deleterious effect on the more than ever important m.p.g.

On this spring occasion the question of what to do with anti-freeze is likely to crop up. It can be left in the radiator and brought up to strength when needed again, stored and tested before re-use, or discarded. If it is drained out a good opportunity is provided for flushing out the cooling system, and refilling, preferably with rain water (do not forget to remove the drain tap completely while flushing to get the sediment out properly).

Water Joints

Some motorists aver that anti-freeze causes leaks and is therefore better taken out of the car during the summer, but this is not quite true. It has a searching effect and will seep out of bad joints which would nevertheless hold plain water. If the mixture is left in during the summer any new weaknesses which will let anti-freeze through will be spotted and can be cured. Then, when the mixture is brought up to strength in the winter, the system will be found sound. On the other hand, if the anti-freeze is removed during the summer and brought up to strength before replacement, the freshened mixture may start leaks at once and be a nuisance. There is one other point: if the car has any tendency to overheat it should be remembered that anti-freeze mixture boils a little more easily than water.

The general answer? Drain off the mixture through the tap after it has been standing for a time. Give the system a good flushing with clean water, removing the tap in the process, and finally replace the tap and the anti-freeze.

The bodywork must not be neg-

lected during this checking up operation, of course, although it is unlikely that after taking so much trouble with the car as a whole the owner is not going to give the outside a good polish, preferably finishing with a paste wax.

But this is not enough for the major operation of getting the car thoroughly up to scratch and well protected against all evils for a further substantial period.

First step in body condition checking is to have a good look all round, and this is sufficiently thorough very many—dishearteningly many—signs of decay are likely to be found. For example, the rain gutterings along the sides of the roof may appear to be perfectly sound, but if these are examined really closely signs of rust are almost sure to be found. This decay starts



Early signs of rust are often found down the edges of the doors, round luggage lockers and their lids, and so on. Now is the time to get it all arrested for the spring and summer.

just inside the gutter, or in the sharp upper edge which normally passes unnoticed. To cure this it may be necessary to repaint the offending areas, but at least the owner can at once arrest further damage and keep the rust under control in the future.

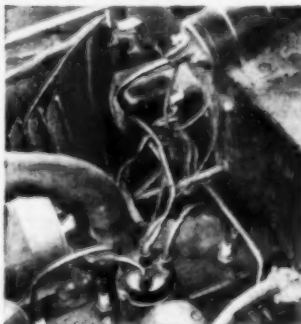
In the same way a close study of the areas round the windows, round the edges of the luggage locker and its

lid, round the edges of the wings, doors, and so on, will be profitable. All defects can be put right before or after cleaning the car as a whole.

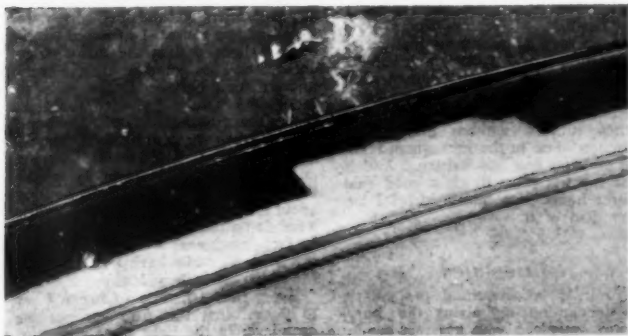
The next step is the removal of the trim panels on the insides of the doors. This is most important, for who hasn't seen doors rusting through at the bottom? This rust does not start on the outside, where it would be spotted and cured. Water finds its way down inside the doors, and when the drain hole below becomes clogged rust soon starts. By removing the trim it is possible to stop any rust which may be forming and to give the vulnerable areas a rubbing with thick oil or grease. Before reassembling the trim make sure that any water which gets in can drain out.

Rounding Off

The problem of dealing with damage and wear in the interior trim of the car is dealt with elsewhere in this issue (page 427). However, there are one or two points of cleaning technique which can be aired. The modern upholstery cleaner can be excellent, and leather and leathercloth seat and door trim can be cleaned with such products with great success. Seat slides should be thoroughly cleaned, and slightly oiled if necessary. Too much lubricant only collects dirt and leads to further trouble. Plastic



Leads, particularly high tension, should be examined for signs of oil, perishing or cracking. They are usually worse than they look.



This view looks down into the rain guttering along one side of the roof. Rust has already taken a firm hold, although this is still invisible from normal eye level. Points such as this should be checked.

facias and steering wheels do not lend themselves to special treatment other than a good rub with a clean cloth.

All this, primarily the cleaning and treatment of the underneath of the car, represents a considerable amount of work, but if it is undertaken systematically it is not a burden—and the results justify every ounce of effort put into the job.

Finally, do not forget to check that all your lamps are working. You will need them sooner or later, in spite of the long evenings, and 11.30 p.m. on a June evening is no time to start locating a faulty contact.

Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Cold Starts

THE most critical factor in starting under conditions of extreme cold is the design of the intake manifold, and this fact can be put to good account by motorists whose probably elderly cars are a bit temperamental in this respect, for it means that the most effective way of ensuring a cold start is to heat the manifold, the easiest method being by a hot-water bag plus a wrapping, placed in position while you eat the bacon and eggs. (Don't forget to remove it after, or before, starting up.) Users of those little



A bit temperamental.

under-bonnet anti-freeze lamps might find that the best position for it to hang overnight is under the manifold, if the design of the engine and the available under-bonnet space allows this.

In the light of this fact about manifold design, it might be asked why inlet manifolds are not specifically designed for cold starting, and the answer is that the perfect manifold for such starting is far from good for, say, high-speed running. Consequently manifold design, like most things in automobile engineering, must be a compromise.

Useful Life

LENGTH of useful life of a car is a subject that fascinates me. What is it, for various types of car, and what ought it to be for the ideal car? And is the figure sinisterly decided behind closed doors by a manufacturers' "ring" that calculates a maximum life of x years to be equal to a maximum profit for a lifetime?

Recently, I have seen an estimate, attributed to the makers of car electrical equipment, that the useful life of a car is five years. Curiously, that lines up with the life of a car I know that is beginning to "show its age." The service manager said to me, when I asked what was wrong with it, "At about that mileage (36,000) they begin to go to pieces. One thing after another goes wrong, and although we can keep the car on the road it is always in and out for something or other." The life of that car is exactly five years of being well looked after.

Of course, any or every part of a car can be renewed so that, in effect, a car



Ramifications of calculation.

can last a lifetime, but in reckoning the useful life figure you have to go a little deeper into the subject than merely how to make it last longer. You must consider useful life to be the period during which the labour and material demanded by the car cost less than the labour and material involved in scrapping it and replacing it by another (if and when!). The resultant ramifications of calculation are quite something.

In the light of present conditions I should like to see cars built for a life of twenty years. Then in one fell swoop we could throw away the sillier manifestations of the stylist and also return to the gorgeous glossy finishes still to be seen on Rolls-Royces with wire wheels and proud owners. But first cost might be high: correction—first cost *would* be high.

Fast

I DOUBT if Donald Healey would subscribe to the *Johannesburg Star's* rating for his product, the Nash-Healey. "The American-built 125 h.p. six-cylinder engine," says that journal, "is capable of a cruising speed of 120 m.p.h. and a maximum speed of 148 m.p.h." The *Rand Daily Mail* was a little less ambitious, giving the top speed as 120 m.p.h. and the cruising speed as a mere 100 m.p.h. The bodywork, however, was described as being by "Farilli."

Inaccuracy in motoring matters is international, and a little of it can be ascribed to the human element, and excused. But a lot of it is sheer carelessness—the wilful carelessness that writes rubbish without even using common sense in the subsequent reading of what one has written. And if that cap fits some heads a good deal nearer home than South Africa I am very glad of it.

Misapplied

THERE is something particularly cheap-looking about the burly motor cycle cop who has just caught a motorist in the act of speeding and who is taking particulars through the window. The other morning I saw an example of this mis-

direction of energy that also nauseated me—on Kingston Hill, in Surrey. I had been squeezed ruthlessly and deliberately at the bottom of the hill by a petrol tanker whose brand will obviously not enter my tank for many, many months (more oil companies might remember this type of psychology). Within sight on the right of the road was a blue Austin A.70 at the kerb, with a police motor cycle ahead of it, and the rider just finishing his business at the window. The driver of the Austin was a Servicewoman, and she had, presumably, been caught exceeding the statutory limit.

All right; there is no excuse, ad-



Caught.

mittedly, even though the gradient at this point is considerable, and to hold a car down to thirty calls for brakes or third gear. But I wonder who was the more likely to endanger life, the girl in the car at thirty-plus or the driver of the tanker who used his weight and a central island to intimidate me?

F.w.d.

A RUN in a Citroen the other night recalled to me the arguments in the Correspondence columns regarding cornering with front-wheel drive, and it so happened that a damp road surface gave the opportunity to try various experiments on the open corners of a well-known route. I managed to induce a slight skid at the rear on one corner, and on another with a very uneven road surface I was able to induce the front to "patter" about six inches towards the outside of the bend while hauling it round hard. Under all conditions encountered the car felt safe, and I thought at the time, as I have thought before, that there was nothing about it to suggest that the front wheels were doing the impelling. It behaved, in fact, exactly as a rear-wheel drive car behaves, while having the stability for which the make is renowned.

Every time I handle a Citroen I say to myself that this firm has put the gear lever in the right place if it must come off the floor. The facia change has none of the awkward motion of some steering column changes; one takes to it as a duck takes to water.

Brilliant performance...

CRAFTSMAN BUILT

by

THE ROOTES GROUP

The graceful Sunbeam-Talbot 90 has achieved successes all over the world for performance and stamina. Instant acceleration, a 70 m.p.h. cruising speed, needle-eye accuracy of steering, and soft-cushioned comfort—these are among the qualities that make the Sunbeam-Talbot supreme both in town traffic and on the open road.



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To maintain your Sunbeam-Talbot at peak performance year after year rely on the specialised service that only your Sunbeam-Talbot Dealer is equipped to provide.

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- SPECIALISED TOOLS AND EQUIPMENT ● MANUFACTURERS' GENUINE PARTS
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Sunbeam Talbot 90

Stop where you see Shell and BP



The Shell and BP Service sign means something new to motorists. Thousands of independent garages have joined forces with Britain's largest oil companies to raise the standard of garage service—and are sending their men to special Shell and BP Training Centres.

Expect speed, courtesy, efficiency wherever you see this sign. And when brands are back, every Shell and BP Service Station will offer motorists a *choice* of all the most popular petrols.

*Ask your
Shell and BP
Service Station
about the new*

SHELL X-100 MOTOR OIL

*It fights
acid action—
main cause of
engine wear.*

NEWS and VIEWS

Still No Branded Fuels

IN the House of Lords last week Earl Howe asked the Government what were the relevant considerations governing the decision not to approve the introduction of branded petrol, and whether it was realized that this might have repercussions on engine design and manufacture as compared with cars produced in other countries.

The Earl of Selkirk, replying for the Government, said it was desired to permit oil companies to return to the pre-war practice of marketing premium brands of motor spirit as soon as the economic and financial position of the country made it possible to do so. The effect on engine design was appreciated, but at the moment it was essential that output from all refineries in the sterling area and from all refineries owned by British companies should be increased to the maximum. Unfortunately, the manufacture of premium brands of motor spirit would mean the sacrifice of quantity for quality and could not be authorized at the moment. This statement is criticized in a leading article on page 407.

December Registrations

CARS registered for the first time in December, 1951, totalled 9,736, a low total, as is shown by the figure for the year of 136,182. Of the December total, 574 were cars that were not new but were registered for the first time during that month, and a figure of 7,847 represented similar cars included in the whole of the 1951 total.

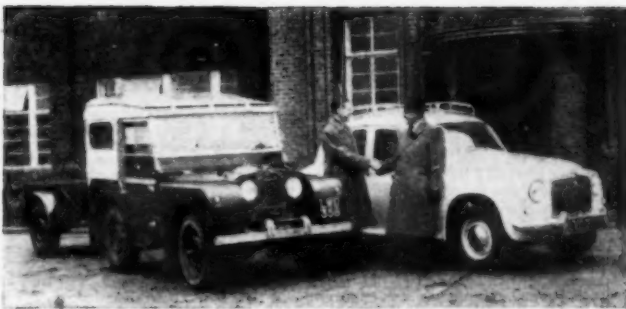
Road Research

THE year's work of the Road Research Board is summarized in *Road Research, 1950*, just published by Her Majesty's Stationery Office at 3s 6d (90 cents U.S.A. and 3s 8d by post in Britain). The Report contains accounts of work which has been described in detail in this journal from time to time, and has, as its most depressing item, the news that the average journey speed of traffic in London decreased during 1950 by 0.5 m.p.h. to 10.9 m.p.h.

Selected Representation

IN the last review of petrol prices, the activities of the oil companies in promoting exclusive selling arrangements ("selected representation") were not taken into account, said the Minister of Fuel and Power in answer to a recent question. He was, however, seeking further information about them.

The questioner (Mr. W. Shepherd) asked if the Minister was aware of the restriction of consumer choice involved and if he would consider referring the matter to the Monopolies Commission. He reiterated the recent reply of the President of the Board of Trade on the subject to the effect that the suggestion would be considered.



Mr. R. E. Butcher (left), export sales manager of the Rover company, bids *bon voyage* to Colonel A. Le Banc, who is going to spend some two and a half months developing service facilities overseas. He will cover nearly 12,000 miles, accompanied by a member of the service staff and the two vehicles.

Spain This Year?

GOOD news for travellers to Spain has been provided by Señor Luis Bolin, head of the Spanish State Tourist Department, who addressed a press reception in London recently. He made the claim that Spain now provided the best value for sterling obtainable in Europe. He quoted the price for the finest sherry, "fourpence a glass in the Seville region." Spain is hard at work on a hotel building programme, he said, and work on the much needed road improvements was going ahead.

S.J.C. on Lighting

A REPORT on the lighting of vehicles has now been published by the standing joint committee of the R.A.C., A.A., and R.S.A.C. Rear lighting naturally assumes the greatest importance, although the recommendations seem to fall short of the really useful conclusions announced after the Road Research Laboratory's recent investigation. The report has been submitted to the Ministry of Transport.

School for Service

WITH so many old cars having to be kept in commission, service becomes more important than ever. Many manufacturers recognize this and go to great lengths to ensure that their agents shall have the best possible facilities for training their staffs and for keeping them up to date. Recognizing the special importance of this overseas, Joseph Lucas,

Ltd. have organized the Lucas Overseas Training School, at Hove, Sussex, where representatives from their agents abroad take a three weeks' course which covers theory and practice.

The course is for men who already have a good grounding in their electrical training, and is limited to eight students to ensure the maximum personal attention.

Polishing with Paper

IT is not often that one finds a link between the specific needs of a motorist and paper tissue handkerchiefs, apart, of course, from the latter's obvious use. Recently, however, a small parade was given to demonstrate the different uses to which Kleenex tissues can be put, and a little girl in a red model racing car was pushed for a few laps around a circuit in an enclosed room while it was shown how the car's windscreen and enamel coachwork could be effectively polished with this type of paper tissue.

More Price Increases

PRODUCTS of the Ford company, and the Jensen Interceptor, now carry increased prices. The new prices, with the previous totals for comparison, are as follows:—

	Old Total	New List Price	New Total
Ford...	£ 479 1 6	£ 330	£ 514 18 6
Anglia...	572 2 9	390	698 8 4
Comau...	717 1 1	455	871 10 0
Zephyr...	816 12 8	560	973 12 8
Jensen Interceptor 2.257 l 0	1 700	2,645 18 10	

A LANCASHIRE MOTORWAY

AN exhibition assembled by the British Road Federation was opened (without the usual ceremony) at the City Library, Manchester, on Monday, March 17. Its primary object was to call attention to the need for a motorway extending from the Mersey to the northern border of Lancashire, in order to expedite north and south traffic and to relieve the congestion which now prevails in Warrington, Wigan, Preston and Lancaster through which the trunk road passes.

The present route, comprising A49 and A6, is 63 miles long, 30 miles of this being in built-up areas subject to speed limit. Only half the total distance has a width of 30ft or more and there are 150 official warning signs of various types, not to

mention 74 pedestrian crossings and 520 intersections. The proposed motorway will enter Lancashire from Cheshire to the east of Warrington, skirt the western side of Wigan, then incline to the east of Preston and thereafter follow the existing road closely to Lancaster and beyond.

At a luncheon to which the B.R.F. invited the Lord Mayor of Manchester, the mayors of other towns concerned, the Lancashire county surveyor and other representatives of local authorities and industry, the Lord Mayor of Manchester agreed that all present recognized the need for the proposed motorway, but reminded the company that finance, materials, and available labour presented problems that seemed insoluble under present world conditions.

NEWS and VIEWS continued

Le Mans Tours

ARRANGEMENTS have been made by Cook's Autotravel Service for visitors to the Le Mans 24-hour race on June 14 and 15. Weekend trips by rail or air cost from £22 10s to £24 10s. Details are available from Thos. Cook and Son, Ltd., Berkeley Street, Piccadilly London, W.1.

Shell Appointment

IN succession to the Hon. F. J. Hopwood, Mr. F. A. C. Guépin has been appointed a director of Shell-Mex and B.P., Ltd., and of Scottish Oils and Shell-Mex,



Mr. F. A. C. Guépin.

Ltd. Mr. Guépin became managing director of the Anglo-Saxon Petroleum Co., and the Shell Petroleum Co. in London, in January, 1950.

Spares on the Beam

NOW in operation with The Car Mart, Ltd. is a radio-controlled spare parts service, which is likely to prove a considerable economy and aid to efficiency.

Vans delivering spares in the London area can be redirected on the route from a central control installed in the stores at the Car Mart depot at Welsh Harp, Hendon.

The system means that location of a van and elaborate telephone calls are avoided, and incoming requirements can be immediately dealt with by the van nearest the particular area. It is also possible to transfer spare parts from one van to another while on the road. The system has cost the company some £1,200.

V. R. Rook

MR. V. R. ROOK, aged 49, died suddenly after a short illness on March 29. He was honorary secretary for a number of years of the London Centre of the Motor and Cycle Trades Benevolent Fund. He was the head of the Registers Department of the S.M.M.T., and had occupied that position for five years. He joined the S.M.M.T. in April, 1925. The funeral was held at St. Marylebone Crematorium on April 3.

BOOKS RECEIVED

Let's Halt Awhile in Britain. By Ashley Courtenay. Published by Ashley Courtenay, Ltd., 68, St. James's Street, London, S.W.1. Price 3s 6d.

Do you remember an inn, Miranda? Mr. Courtenay has remembered several for his 19th edition (which to some extent speaks for itself) of this guide, which is designed on the "personally recommended" system, and, in fact, is probably the prototype of such guides. Hotels are described from Ballater to Boscawen and none appears which is not outstanding in some particular respect, and all must be either known personally, or by close reference, to the author. There are attractive photographs in the new edition, which should prove an admirably guided missile in the cold war to convince visitors to this country that it does produce at least some good food.

The Book of the Wolseley. By W. A. Gibson Martin. Pitman's Motorists Library, published by Sir Isaac Pitman and Sons Ltd., Parker Street, Kingsway, London, W.C.2. Price 5s.

Now in its third edition, this handbook is intended as a guide to the whole range of Wolseley models, and contains descriptions, maintenance instructions and other details of the Four-Fifty, the post-war Eight, Ten and Twelve models, and of the 10-40 and 12-48 power units.

Your Oral Driving Test. How to Pass It. By R. F. Towle. Pitman's Simply Explained Series. Published by Sir Isaac Pitman and Sons, Ltd., Parker Street, Kingsway, London, W.C.2. Price 1s 6d.

Apart from other details to assist candidates in the driving test, this book con-

sists of a list of questions and answers designed to cover the possibilities that may occur in this, for many the most difficult, part of the driving test.

Not Sixty Miles from London. By Gordon Cooper.

A Fortnight by the Italian Lakes. By Commander R. G. Studd.

A Fortnight in Brittany. By Leslie Bransby. Published by Percival Marshall, 23, Great Queen Street, London, W.C.2. Price 3s 6d each.

The home counties, *i' laghi Italiani*, and the French "Cornwall" are the subjects of these three titles in the Fortnight Holiday Series, which aims at striking a (quick) balance between the chart and the chat, the factual and the pleasantly fatuous. The foreign guides deal with transport, food, currency, and so on, and form a handy introduction to the lands in question.

Autocycles and Cyclemotors. How to Get the Best from Them. By the staff of *The Motor Cycle*. Published by Hiffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1. Price 3s.

Everyone, from doctor to dustman, is now familiar with the useful little cycle auxiliary motors that have been appearing in such numbers. This is a most valuable book, designed to assist the user in maintenance, running and general understanding of his machine, for those who, though owners, are not likely to have had much previous experience of motor vehicles. It is compiled in friendly style by the staff of a journal which has conducted tests of most of these machines as they have appeared.

the amateur can, however. . . .



"Here we are, chapter six, 'the head cloth . . .'"



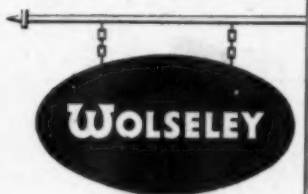
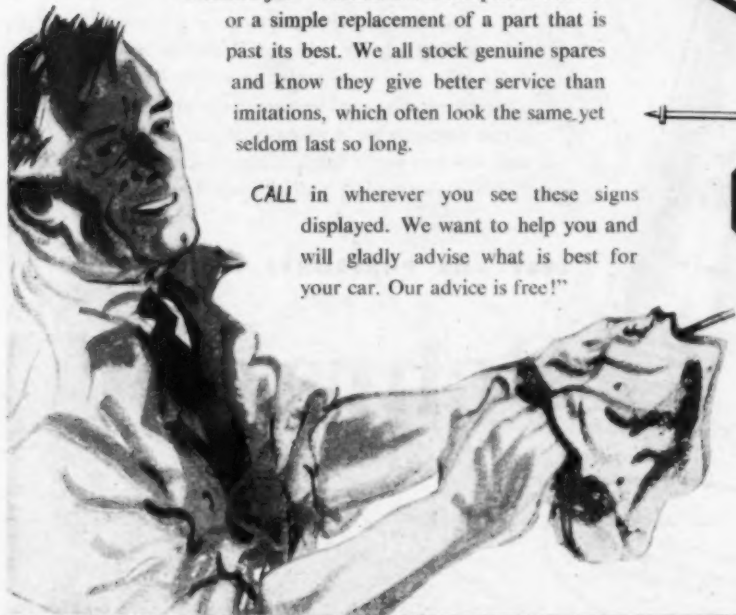
"Help"

"When can I give
your car a new
lease of life?"

"LIKE a lot of other things, a car is all the better for being properly looked after.

MAYBE the chromium and the cellulose on your car are scratched in places, but it does get you around and it's very well worth while to keep it in trim. I'm with one of more than 3,000 Nuffield dealers throughout Great Britain who will gladly give advice and help. Our mechanics have to be trained to do a skilled job—whether it's a complete overhaul or a simple replacement of a part that is past its best. We all stock genuine spares and know they give better service than imitations, which often look the same yet seldom last so long.

CALL in wherever you see these signs displayed. We want to help you and will gladly advise what is best for your car. Our advice is free!"



NUFFIELD ORGANIZATION

Overseas Business: Nuffield Exports Limited, Cowley, Oxford, and 41 Piccadilly, London, W.1.

INCREASE THE LIFE OF YOUR TYRES



Keep your car on "all fours"

It's elementary to keep the front tyres paired and the rear tyres paired for pressure, but do we? It may be desirable on occasion to raise the rear pressures to compensate for increased loading but the tyres should still be balanced in pairs. This is the way to ensure the most comfortable motoring—and the most comfortable motoring is least expensive for it means longer life to the tyres as well. The sure way of keeping your car on "all fours" is to check the tyres regularly with your own Schrader gauge.

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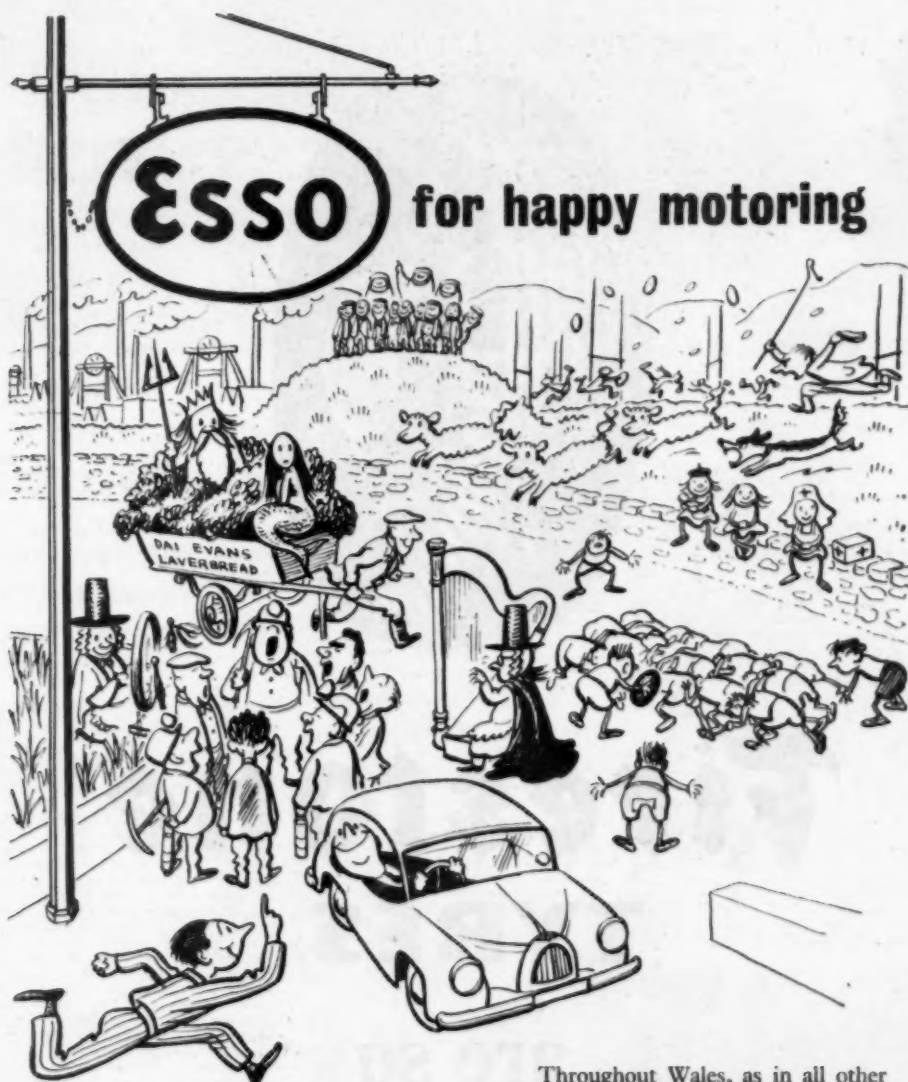
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Competitors got away on time from Hastings in threatening weather. Snow fell lightly but steadily and worse was in store. Here is F. M. Baker, of Brighton, in an M.G.

Target Scarborough

SNOW AND SLEET MAKE
R.A.C. INTERNATIONAL RALLY
TOUGH FROM THE START

THERE is no doubt at all about the surprise which faced over 240 drivers at the start of the second R.A.C. International Rally of Great Britain last Monday morning. The *Daily Telegraph* sponsored the event. Gone were the warmth of spring, the sunshine, the flowers and the new green leaves. Instead were the conditions more usually associated with the famous Continental rallies. Snow lay everywhere and, although Hastings starters did not know it, many of them were to get trapped, at least temporarily, behind snowploughs in the best Monte Carlo tradition.

At Hastings, where competitors had assembled in force and "got together" the previous evening, 8 a.m. saw quite a busy sea front despite the continuous snow showers and cold gusts of wind. Several of the more hardy competitors scorned the comforts of hoods despite the weather, while others enjoyed all the mod. cons. of heater, radio and special rally equipment. Minute by minute, car by car, the 112 crews got away, a surge of interest or excitement welling up as well-known drivers—like Gatsonides—came up to the start.

Each lady competitor received a small bouquet of flowers at the start, and as Mrs. Lorna Snow was prevailed upon to climb out of her XK for the presentation, spectators were able to take a peek at the Jaguar-skin upholstery and admire the complete *ensemble*. Two Porsches also aroused an intense interest.

Most drivers avoided London on their route to Silverstone, but several cars which took the London road got held up for a fairly considerable distance behind snowploughs and heavy traffic which was forced

to keep well out in the road to avoid the snow banks.

Meanwhile, Scarborough starters were doing rather better. They had bright sunshine early on and the snow was not encroaching on the northern roads to the same degree as in the south. Bob Foster, best known as a racing motor cyclist, had spent 14 hours getting from Bournemouth to Birmingham on the way up and was already well practised with a shovel.

A Challenge

Certainly, by the time all the competitors were off, the stage was set for a rally which promised to be a great deal more difficult and exciting than was thought possible a week or so earlier.

A considerable number of competing cars travelled to Silverstone via Amersham, Aylesbury and Buckingham. Although much the same conditions applied over parts of this route, yet it was in the main clear and caused no great difficulty; but those unfortunates who decided to cut

straight across the Metropolis and proceed up the Watling Street were in far worse plight. Not only was this trunk road more affected, in parts, by the heavy snowfalls of the previous few days, but also, at Dunstable, an accident involving a large bus blocked the road completely for some time, and a traffic hold-up ensued which at one time involved a line of traffic three miles long. Here again, the side roads were blocked, and car after car was to be seen trying first one cut through and then another, while the precious minutes ticked away. Even D. H. Murray, driving his Le Mans Replica Frazer-Nash, with W. L. Innes as partner, lost so much time in the combined succession of hold-ups and detours as to arrive at Silverstone almost an hour behind time.

As remarked, the Scarborough starters were, in comparison, having an easy time of it. True, the scare of deep snowfalls had impressed many of them to such an extent that the supplies of snow chains and other emergency appliances in the town were well-nigh exhausted well in advance; but, once on the move, they found that for this first part of the journey, at least, conditions were not nearly so bad as expected. One or two retirements were caused by minor accidents and mechanical failures; one of the XK120 Jaguars was to



Javelin follows Jupiter—in other words, T. C. Wise is followed through Oxford by Marcel Becquart.

Target Scarborough

— continued —

be seen at a standstill with the tail well and truly dented, while another accident involved a competing Hillman and a lorry. But the vast majority arrived at Silverstone according to plan.

And, when they reached Silverstone, it was to find that the speed test round the circuit there had been cancelled! Here the sun was shining, and what snow there was was confined to the grass surroundings, and the track itself was no more than wet—yet the decision had been taken to cancel the proceedings there, and that was that. This almost inexplicable step had apparently been taken very early that morning; but, before the first competitor had arrived on the scene, the condition of the track had improved to the point where it was no longer snowbound in the slightest, and the test could safely have been proceeded with according to plan. This decision was naturally very unpopular with competitors, who merely had to wait at Silverstone for an hour and then proceed on their way.

They next had to report at Bridport, and on the way there met still more snow, which in places again necessitated enforced detours. From here the route up to Castle Combe aerodrome, in Wiltshire, presented few problems, although ice was forming on exposed parts of the roads. By this time it was dark, of course, and at Castle Combe competitors had to undertake a manoeuvring and reversing test by no other light than that provided by the cars' own lamps; this was an excellent test, notably good performances being those of J. M. Readings (M.G. 1½-litre saloon), G. A. Folley (M.G. TD) and L. G. Johnson (Jaguar XK120).

Into Wales

From there the road lay north and west, across the River Severn at Gloucester, round the southern Welsh loop and back, at 6 a.m. on Tuesday, to Llandulas.

This marked the beginning of a speed test over the military range on Epynt plateau, in which competitors had to cover a winding downhill section of narrow road, something over two miles long, against the watch, the average time taken by cars in each class determining "bogey," as it were, for exceeding which competitors were penalized. Unfortunately, considerable delay resulted here as the result of difficulties with the military-manned radio telephone units used in connection with the timekeeping. A. G. Imhof was extremely fast with his Cadillac-Allard, other excellent runs in the early part of the programme being made by Leslie Johnson—again!—and H. C. O'Hara Moore's Frazer-Nash, in spite of a carburation misfire.

Tuesday, in point of fact, turned out a beautifully sunny day, and traces of snow were indeed scarce in the Welsh hills, even at the top of Bwlch-y-Groes, which competitors had to surmount non-stop. An unexpected failure here was that of George Hartwell (Sunbeam-Talbot), who appeared to miss a gear change.

So the cars proceeded on their way north, to Blackpool, for the first night stop of the Rally, and with the prospect of an early start for Edinburgh on Wednesday morning; thence to the Highlands, with a climb at Rest-and-Be-Thankful, and then again southwards after a loop in the mountains.



"Oh, to be in England"! R. B. Cade's Triumph Renown shoots the gap near Silverstone while a roadman plies the shovel in the rear and (below) R. A. Dando gets a move on in his Sunbeam-Talbot in the same area, in spite of the encroaching remnants of the snowdrifts.



At Castle Combe on Monday night—A. D. C. Gordon (H.R.G.) at the start of the manoeuvring test, which involved entering two bays, one forwards and the other in reverse.

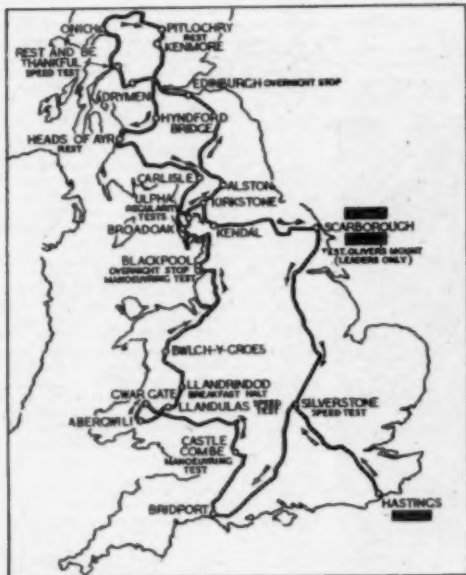


A portion of the Esplanade at Scarborough, on which the competitors will park their cars after completing the road section.

THE END OF THE ROAD

This morning (Friday) the competitors in the R.A.C. Rally of Great Britain are undergoing a regularity test in the Lake District, and the first of them should arrive at the finishing point of the road section in Scarborough shortly after 2 p.m. today. Tomorrow, Saturday, will see the final test of all—another regularity test, this time round the Oliver's Mount circuit on the outskirts of Scarborough, familiar to many as the scene of motor cycle racing. In this, in which only the

leading competitors will take part, cars will be required to cover the circuit at a set average speed. Check points will be set up to divide the circuit into several parts, each of which must be traversed in a certain time for the average to be maintained. In all probability, this test will be responsible for determining the winners of the three classes into which the rally is divided. The first competitor will start at 9.30 a.m., and the last should have completed the course by 1 p.m.



Part of the Oliver's Mount circuit, scene of tomorrow's final test. Spectators get a good view from the rising ground.



NEW CARS DESCRIBED



There are separate exhaust systems to each bank of cylinders with outlets just ahead of the rear wheels. The instrument dials seem a little small for a very fast car, but the layout is simple and functional.

New Cunningham Sports Car

ALL-AMERICAN TWO-SEATER FOR INTERNATIONAL COMPETITIONS

IN 1950, Briggs S. Cunningham, millionaire American yachtsman and avid collector of cars both old and new, achieved a life-long ambition by entering a team of American cars in a premier European race. He brought over two Cadillacs for the Le Mans 24-hour race, one a standard saloon model and the other fitted with an ugly but effective open two-seater body. The expedition made a good impression on European observers, for the thoroughness of its preparations and the sporting spirit of its personnel, and the two cars finished tenth and eleventh in the classification, covering 1,956 and 1,951 miles in the twenty-four hours.

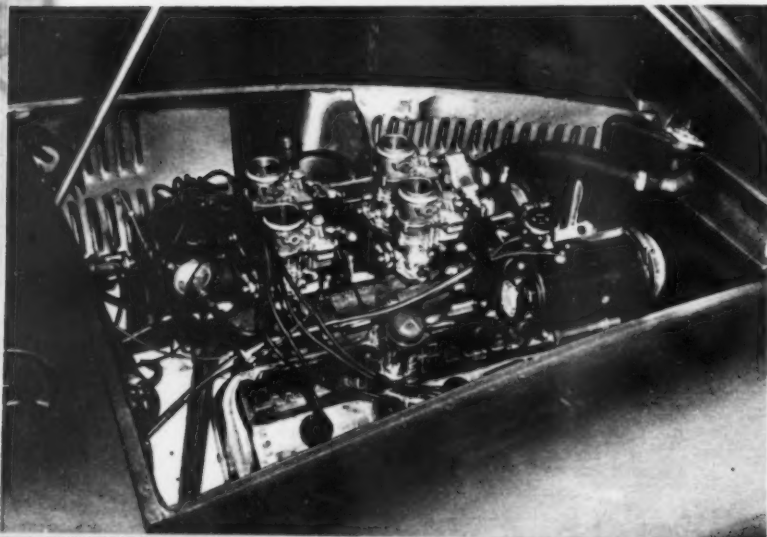
This promising beginning encouraged Cunningham to embark on the preparation of the team of special cars for the 1951 race. An existing tuning business was acquired and expanded into a compact but well-equipped organization which

set about building a team of cars under the name of the B.S. Cunningham Company, with headquarters at West Palm Beach, Florida. In June last year the Cunningham *équipe* astonished the French inhabitants of Le Mans by arriving with three race cars, a variety of practice cars and a quantity of spares in hundreds of packing cases such as had not been seen even in the days of the German Grand Prix racing teams. They even brought over their own electrical generating plant. No expense or effort had been spared, but the cars were not ideally suited to the job. They were powered by modified Chrysler V-eight engines with four carburetors, which gave plenty of power, but the cars themselves were altogether too big and too heavy. Front suspension was by coil springs and wishbones, there were De Dion axles with coil springs at the rear and the general layout was attractive, but the cars were

burdened with such bulky impedimenta as two-way radio installations. There were also eight-station thermocouples by which the driver could read the temperature of the gear box, final drive or any of the four brakes. Such equipment is merely distracting, and the information it produces is almost certain to be depressing to the driver during the ordeal of a long-distance endurance race in a really fast car.

One car crashed at seventy-six laps, another skidded off the road and retired damaged at ninety-eight laps, and only one finished the course. This car was severely slowed by engine trouble towards the end and finished eighteenth in the general classification, having covered 1,875 miles. It was not a very great reward for the expenditure of so much cash and effort, but there was some consolation in the races back in the United States, where the Cunningham showed its paces by winning the Elkhart Lake, Wisconsin, road race, following up with first, second and fourth places in the Watkins Glen Sports Car Grand Prix, America's premier road-racing event.

A forward opening bonnet lifts to reveal the Chrysler V-eight engine with four downdraught carburetors feeding into buffer-ended manifolds. The single water outlet to the radiator header tank is a surprising feature on a 5.4-litre engine delivering 55 b.h.p. per litre. Ignition is by a single distributor driven from the camshaft.



Completely New

However, the lessons of Le Mans were not lost on Briggs Cunningham, who already numbered a Ferrari among his own cars, and had had a good look at the XK120C Jaguars. When he returned to the United States work began on the design of an entirely new car and the first examples have just been completed. One should have appeared in the Sebring 12-hour race in Florida, on March 15, but was not ready in time. It may be taken for certain, however, that the new cars will be seen at Le Mans.

This new Cunningham, known as the C4R, is much more the kind of car required for international sports car races. It is light, compact and devoid of irrelevant equipment. As the first serious all-American contender for twenty years, it represents a bold challenge to the established European factories engaged in sports car racing.

The power unit of the C4R, as of the previous Cunninghams, is the Chrysler V-eight of 5,424 c.c., but the output is greatly

APRIL 4, 1952



Seen here against the background of its native Palm Beach, the new C4R Cunningham has a compact and businesslike appearance. The centre-lock magnesium alloy wheels have 7.50in section tyres in the photograph, but 7.00in is the standard size.

increased. Last year, the Chrysler experimental department collaborated extensively with the Cunningham organization before Le Mans, producing new camshafts and manifolds and designing conventional tappets to replace the hydraulic valve lifters for competition work. Since then, further changes have been made. This is, of course, the only production American engine to have hemispherical cylinder heads, and offers considerable possibilities of development. In its latest form, it uses four downdraught Zenith carburetors on two buffer-ended manifolds, and, with a compression ratio of 7.5 to 1, an output of no less than 300 b.h.p. is claimed at 5,200 r.p.m.

Ignition is by coil, with a single distributor in the centre of the V at the rear of the engine, driven from the camshaft. Centrifugal and vacuum advance are employed and the 6-volt battery is of 130 ampere-hour capacity. The fuel system employs both mechanical and electrical pumps to draw fuel from the 50-gallon tank in the tail. The engine lubrication system incorporates a full-flow filter and the sump has a capacity of 11 gallons.

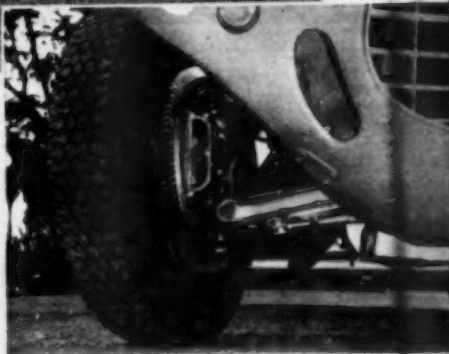
Obviously no space has been wasted in fitting this large and powerful engine into a two-seater sports car which has a wheelbase of only 100in and the absolute minimum of overhang at front and rear.

Transmission is through a single-plate dry clutch and a five-speed gear box, in which the fourth speed is direct and fifth is geared up. At the rear is a conventional axle, which has presumably been adopted because it is lighter and takes up less space than the De Dion layout used last year.

The chassis frame is built up from steel tubes, to which are welded the main frame members of the open two-seater bodywork. Front suspension is by double wishbones with coil springs, and coil springs are also used at the rear. Dampers are the Chrysler Oriflow piston type.

Ventilated Brakes

A good deal of attention has obviously been given to the braking system, and the drums have closely spaced radial fins which project beyond the wheel rims, while air scoops are fitted to the back plates. The general line of the bodywork makes it a worthy recruit to the front-side modern school exemplified by the 120C Jaguar, the Mille Miglia Frazer-Nash and the Barqueta Ferraris, but care has been taken to cut back the front paneling below the head lamps in a way which allows a stream of air to play on the front brakes. Unsprung weight is reduced by using cast magnesium alloy



The cowlings are radiused at the front to allow air to reach the brakes. The drums have closely spaced radial fins and there are air scoops on the back plates. Front suspension is by coil springs and wishbones.

wheels. These are secured by centre-lock nuts and locating pegs by a similar arrangement to that used on the wheels employed by B.M.W., Veritas and Frazer-Nash.

The cockpit of the latest Cunningham shows a new spirit of austerity, in contrast with the lavish instrumentation of last year's cars. The dials seem to be rather small, bearing in mind that they may have to be read at speeds of 140 m.p.h., but most unnecessary items seem to have been eliminated. There are two deep bucket seats fitted with the safety belts which are popular with American drivers, and where possible the cockpit is padded with foam rubber.

The Cunningham C4R will rank as a production sports car, as an initial batch of at least twenty-five cars is being built during 1952, and a further fifty units are already scheduled for 1953, but no price has yet been announced. It represents a serious and well-financed American effort to produce a car which will compete on equal terms with Europe's best in performance, road holding and preparation.

SPECIFICATION

Engine.—V-eight, 96.8 x 92.1mm, 5,424.7 c.c. O.h.v., pushrods. Four Zenith downdraught carburetors. Compression ratio 7.5 to 1. 300 b.h.p. at 5,200 r.p.m. Max. torque, 312 lb ft at 2,000 r.p.m.

Transmission.—Single-plate clutch, 5-speed gear box with geared-up fifth. Conventional rear axle. Overall ratios 2.92, 3.36, 4.12, 5.59, 7.72 to 1.

Suspension and Steering.—Front, coil

springs and wishbones. Rear, coil springs with rigid axle. Worm and roller steering.

Wheels, Tyres and Brakes.—Magnesium disc centre-lock wheels. 7.00-16in tyres. Hydraulic brakes with 13in drums. Mechanical hand brake on rear wheels.

Dimensions.—Wheelbase 8ft 4in. Track 4ft 6in front and rear. Overall length 12ft 11in; width 5ft 4in; height to acuticle 3ft 3in. Ground clearance 4in. Weight 2,410 lb (approx.).



The noble Schiehallion peak (3,547ft) reflected in the waters of Loch Rannoch.

THE Grampian Mountains cover so much of the Central Highlands that it would take a very long tour to cover this area even by such roads as are available. The majority of the roads maintain a comparatively modest elevation by keeping to the glens, but to the south-east of the Grampian area, in the Breadalbane district, it is perfectly feasible to plan a circular tour taking in some of the highest roads accessible by car in the whole of the Central Highlands. Appreciation of mountain scenery is best

obtained from a high viewpoint, and the route which I followed gives splendid motoring, although one or two of the road passes still involve rough going. My interest was not solely concerned with the high spots, and I was able to extend my itinerary to include outstanding river and glen scenery and many places of historic interest.

Highland journeys are rarely twice alike, owing to constantly changing atmospheric conditions. To see the mountains at their best do not pray for the weather to be fine and warm; it is much better to hope for sunshine and showers, with colourful clouds and crystal clarity. There is a rich luminosity and beauty of colour at such times.

I began my journey at Crieff, a modest little Highland town clinging to a hill in Strathearn and one of the best touring centres in Perthshire. If you want an introduction to Highland scenery climb to the Knock, a hill whose modest summit (911ft) commands astonishingly widespread views. The Falls of Turret are a mile up the glen, and it is better to walk, as a permit is necessary to take a car.

North of Crieff I came to Sma' Glen, a pocket edition of a Highland glen on sufficient scale to merit lavish adjectives if it had turned up, say, in southern England. A huge boulder, about eight feet high, situated between road and river, almost opposite Dun More, of Fingalian fame, is said to cover the site of Ossian's grave.

At Amulree, to the north, is the road junction of the route leading to the notorious Amulree Hill, which climbs to 1,672ft, followed by a stiff descent to Kenmore. It would have been interesting to have climbed this pass, with its bad turns and 1 in 4.3 gradient, but my route led eastwards,

ADVENTURES IN UPS AND DOWNS OF THE

Loch Tay and the Breadalbane hills, looking south-west from the Bridge of Balgie on the Loch Tay mountain road.



and, except for a short diversion along a good road to Loch Freuchie, exploration was left for another day. My immediate concern was with Strath Bran, between Trochrie and Dunkeld, where the glen dips into dense woods and the River Bran pursues a frenzied course between the precipitous walls of a rocky gorge. About a mile and a half beyond Trochrie a rough cart track diverges to the left and leads down to a solid little bridge built snugly across the top of the gorge. On the left are Rumbling Bridge Falls, generally a thin trickle but when in flood one of the most awe-inspiring scenes in Scotland. I went there once after nearly five weeks of continuous rain, and the bridge itself was quite invisible in clouds of spray. By careful manoeuvring I was able to overlook the fall, which fell in one tremendous swoop of yellow water, as thick as a house side. The chasm beneath was a stupendous and unnerving sight.

Of great interest are the Hermitage Bridge and all that is left of Ossian's Hall about a mile lower down the glen. The river is in a wooded ravine with the main road high above. I am told there is a hazardous route down from the cottage at Dundonachie, but by far the best route is to drive down a rough track leading to Inver, cross the Bran and park the car near the start of the footpath leading to the Hermitage. The walk is less than a mile and the path keeps beside the river until you come to an ancient, picturesque single-spanned stone footbridge covered with moss and ferns and set immediately before an impressive waterfall. Bridge and river are shaded beneath a canopy of trees and on a sunny day this beautiful place is a fairyland. The music of the water, the vivid colouring and the unspoiled



wonderful view of the Pass of Killiecrankie from the bridge across the Garry at the start of the Rannoch road, but the best view of all is from a narrow bridge to the west of A9, just beyond Killiecrankie station. This bridge overlooks the Soldier's Leap, a savage piece of rock and river scenery far down in a wooded ravine.

A day looking round Blair Castle, ancestral seat of the Dukes of Atholl, is well spent. This magnificent mansion, dating from the 13th century, is open to the public during the summer months from 11.30 a.m. to 6 p.m. and you can get light refreshments at the castle. There are fine collections of china and lace, many Jacobite relics, a rich array of family portraits, and various souvenirs of that indefatigable

THE GRAMPIANS

CENTRAL SCOTTISH MOUNTAINS

natural beauty combine to form a blend I have never seen surpassed. This exquisite scene is preserved by the National Trust for Scotland.

Near the bridge an empty shell of a building is seen perched above the Hermitage Falls. Very strange is its story. After its construction in the 17th century it became one of the showplaces of the Highlands, attracting such visitors as Burns and Wordsworth (although the latter was not impressed). Visitors were confronted by an enormous painting of Ossian, behind which was a hall with a wide window directly above the Hermitage Falls. Mirrors in the roof and walls reflected the thundering cascade so that

by G. Douglas Bolton

wherever one looked there was the tumult of many waters. The Hermitage was blown up in 1869, later rebuilt, then again badly damaged; now all that remains is a hollow shell with a sheer drop to the seething river.

There is a good view of the Tay and Dunkeld Cathedral from Telford's Bridge, crossed by A9, the Scottish continuation of the Great North Road. I followed this famous highway to Pitlochry and turned off up the steep ascent to Moulin for the sake of the gentle walk to the top of Craigower, one of the finest viewpoints in the district.

Hydro-electric schemes now detract somewhat from the beauty of the Tummel Valley. I visited the Falls of Tummel, making my approach from Clunie Bridge, but saw nothing beyond a mere cataract well hidden by trees. Another diversion to the Queen's View on the Tummel Bridge road revealed little change in this noteworthy Highland panorama of mountain and rock beloved by Queen Victoria. Time will eventually smooth out the irregularities resulting from the great engineering upheaval in this valley, and the road to Rannoch will come back into its own. There is a

The falls of Edinamphie, deep in their ravine.



ADVENTURES IN THE GRAMPIANS

— continued —



The wooded bottom of
Glen Lyon, between the
Pass of Lyon and the
Bridge of Balgie.

Scottish tourist, Queen Victoria. I was especially impressed by the ballroom, with its gleaming floor and weapons and antlers on the walls.

The Dalnacardoch-Trinafour road was in bad shape and it would have been much better to have taken the short cut from Struan up Glen Errochty. The hairpin bends on the descent to Trinafour were only just possible at full lock. A much better road led onwards to Loch Rannoch, a typical Grampian loch, and the graceful proportions of Schiehallion (3,547ft) were reflected to perfection in the still waters. It is possible to drive right round Loch Rannoch, but the continuation to Rannoch station is a dead-end. No road crosses the Moor of Rannoch to connect with the Glencoe route. If you look at a map the advantages of a through route are obvious.

Moorland Panorama

The ascent from Kinloch Rannoch over the shoulder of Schiehallion to Loch Kinardochy and down to Coshieville is a wondrous route on a summer morning when the clouds are melting from the tops of the Grampians and rising like smoke into the sky. There is a limitless expanse of moorland in every direction. Best of all is the northbound panorama across the Tummel Valley to the remote heights of the northern Grampians. This is a good road and its rewards are unlimited. Down in the Strath of Appin I made a detour, passing Castle Menzies and crossing General Wade's ornate and historic bridge into Aberfeldy. High above the town are the Falls of Moness, approached by a wooded path from the Strath Bran road. If you enjoy secluded walks through dense woods amid dark gorges and waterfalls this is one you cannot afford to miss.

Kenmore is a clean, sparkling, model village at the eastern end of Loch Tay whose wooded shores can be enjoyed on the way to Fearnan. I climbed over to Fortingall to inspect the 3,000-year-old yew tree, said to be the oldest tree in Europe (Fortingall also claims to be the birthplace of Pontius Pilate).

Glen Lyon is not only the longest glen in Scotland but also one of the most beautiful, its most picturesque part starting quite near Fortingall at the exquisite Pass of Lyon. Here the road creeps through a narrow wooded defile and far beneath the river is seen, crystal clear as it sparkles over its rocky bed. Where the rocks almost meet is MacGregor's Leap, a narrow chasm where Gregor MacGregor evaded his pursuers, Campbells no doubt, by making a successful leap across the River Lyon. I have climbed down to this grim spot and my respect for the MacGregor became greatly increased.

The journey from the Pass of Lyon to Bridge of Balgie reveals Highland scenery at its best, magnificent and little frequented. I halted at the picturesque Bridge of Balgie and made enquiries concerning the mountain road to Loch Tay. None of my informants was encouraging, but as the road is shown as a motoring route I headed my Standard southwards and began the long climb to Lochan na Lairige. The summit is reached at a height of 1,805ft, involving a climb of about 1,100ft from the north and 1,200ft from the south. Given a good road the hill would make an easy third gear climb, though second might be needed for the 1 in 4.9 gradient from the south. Unfortunately, the road is quite the worst through route I have ever found in the Highlands, being particularly trying owing to a high turf ridge in the centre. I had to keep stopping to search for boulders or stones lodged in the turf and at times my car floundered over the top with two wheels clear so that the undercarriage became as clean and polished as a new pin!

This road is so narrow, and the centre ridge so high, that your car feels to be on a railway line and does its own steering from time to time. On the other hand, there are no bad bends, the gradient is gradual and the scenery superb. The feeling of being in a remote mountain fastness at Lochan na Lairige is excelled only by the incomparable view of the Breadalbane hills seen from the descent to Loch Tay. On my visit there was a mother-of-pearl sky and immense visibility. The view down to Loch Tay, seen bathed in silver light, attained a zenith of charm. A sunset journey up Glen Lochay, to the north-west of Killin, completed the day. The Falls of Lochay are among the most beautiful in Perthshire, noted for its waterfalls, and are much superior to the Falls of the Dochart at Killin.

Loch Earn's South Side

Glen Ogle is a rather ugly pass noted for the railway clinging by its sleepers to a ledge on the opposite hill high above the road. South of Lochearnhead I turned east along the south bank of Loch Earn, a route infinitely more picturesque than the main road along the north bank of the Loch. At Edinample, not far from the castle, are the famous Falls. The road passes over the top of the ravine and a muddy scramble down to the bottom was followed by a precarious passage up the river bed; the Falls were then seen to great advantage.

The narrow lane continues by way of Ardvorlich to St. Fillans, penetrating cool woods creeping down to the water's edge, a route not easily forgotten. St. Fillans is quite captivating, with a view of the loch from the end of the little pier.

Youth Serves Its Time

BUT IN THE INTERVALS
IT REVERTS TO NORMAL!

by S. C. H. Davis



YOU may remember that the peace of our pleasant Surrey village has sometime been broken by the exploits of our offspring with various aged but exciting vehicles. Well, peace is restored to certain extent. The whole brood has departed to National Service.

But they seem remarkably skilful at acquiring odd pieces of paper entitling them to return home at unearthly hours without notice, there to remain for what they happily term a "forty-eight" or a "seventy-two" which is obviously not based on Greenwich Mean Time. Once back, the first idea is to convince parents that never in the history of man has anyone been so ill-treated, what with the food and the beds and the unearthly hours, in the hope that attention will be distracted from the fact that they have left their room in a jumble, brought home piles of washing and been found having breakfast at 11.30 a.m.

Times gone by, this worked, particularly with mother, but the mothers of today were mostly in war jobs or even in the Services themselves, while father's reaction tends to coarse humour rather than sympathetic subsidies.

Next procedure is to get the car out, the better to work off superfluous energy; after which no siren is necessary to make the village take cover. Sundry meetings and mutterings resulted in the appearance of a genuine Austin Seven "Tiddler," Chummy body and all, as Marcus' contribution to the transport pool. In the garden of home this machine was reduced to basketfuls of small bits by the combined efforts of R.E.M.E. and R.A.F.—Signals intervening. All my wet-or-dry paper, together with the best brushes and cans of primer, undercoat and cellulose, disappeared in a flash. Marvellously polite youngsters requested, "Can we borrow your electric drill, please, SIR?" and every mother in the place called her husband's attention to the fact that if he did not do something about it all meals would be spoiled and the offspring's clothes would be permanently ruined.

Rebirth

When, after many leaves, the Austin took the road again gone was all semblance to a peaceful Chummy. In its place was a machine, with two aero screens and a tonneau cover extending over the navigator's seat, entirely innocent of silencer and glittering in new paint and heartily polished nickel plate. This, with much, "Open the throttle, you ass," was pushed vigorously up and down the road emitting weird noises and occasional bangs. Some time afterwards the welkin was split by a horrible noise on four wheels circumambulating the village and, at the urgent request of at least five inhabitants, the silencer was replaced, but not before its baffle plates had been pushed out with a crowbar.

From then on, as its owner dashed to and from Arborfield camp, many things happened. But let so much as a scratch appear on the paint and you would have thought that the end of the world had come. One incident in particular had its moral. The magneto packed up. Arrangements were made with our local electrical expert to obtain another, the old one being "B.L.R."

Viewing dispassionately the row of backside sticking out from around the Austin's engine, I did say, "Mind you mark

the mag coupling with number one cylinder at top dead centre." A certain agitation suggested that the mag was off already. (A pint of practice is worth a gallon of advice.)

Followed a brief lecture on ignition timing. Then the new magneto arrived and was fitted, and down the road trundled the Austin, owner up and David and Colin galloping behind and pushing with hearty cries and urgent oaths. There resulted a noise like two sick two-cylinder engines. Some hours afterwards the mag was retimed "by numbers," in the manner of an instructional exercise.

With the "old man" giving orders, all plugs were removed; as indicated by a bicycle wheel spoke inserted in a plug hole, number one piston was set at top dead centre. The valves of that cylinder were checked to see that both were on their seats. The ignition control was set at full retard, the direction of rotation of the mag checked, the contact points were set just opening, and the distributor brush was checked against number one cylinder contact. Very carefully the mag was placed on its pedestal and the vernier coupling rotated until its teeth would mesh. Clamping bolts were tightened home and the whole rechecked. With a reminder of firing order, the "old man" left them to it.

Firing Order

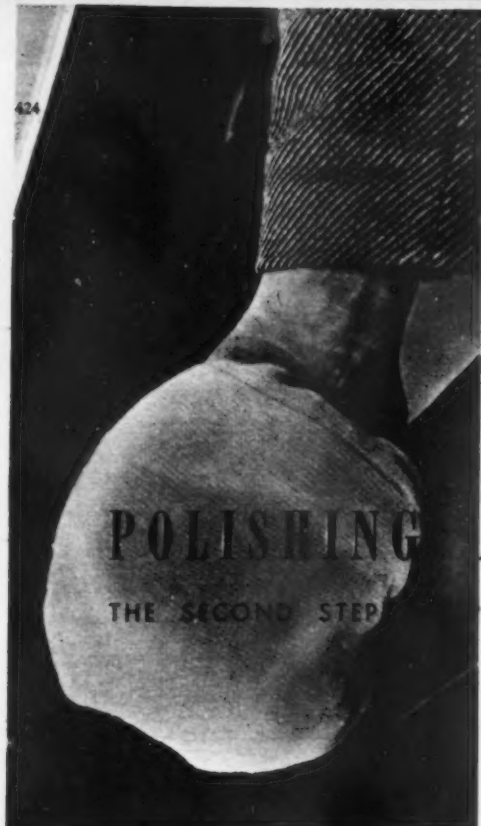
Ensued much frantic pushing—the battery was flat—and this time the engine ran but sounded odd and would not pull. The gang was reminded of the firing order. Much muttering, some argument, and fingers demonstrating directions of rotations one way or the other. At long last, number one plug lead was removed from number two plug and the Austin was off. So are experts in timing created.

Some weeks later the quiet of a Sunday afternoon was shattered by a stupendous crash—a noise as of much ironmongery falling downstairs. The Austin had overturned on a right-angle. My wife, remembering that Colin was giving technical assistance, rushed out and, finding only Marcus beneath the upturned machine, began to search the hedges. A large, most amusing, and entirely benevolent neighbour rushed out with a decanter of brandy and was suitably impressed by a darkish pool until she found that it was engine oil. A retired R.E.M.E. colonel righted the Austin and extracted a rather dazed Marcus.

Colin having appeared from somewhere, Marcus was restored with tea, sundry bruises were doctored and, after due interval, his parents were informed. Neither driver nor car was a penny the worse.

At the moment peace is upon us again. A Morgan has reappeared, after a mysterious absence, looking magnificent; this was accounted for when I received an unexpected and startling bill. One of the party is in Austria discovering the exciting prospects of winter sport; another has had some minor trouble in that he, being a Lance-Corporal of Her Majesty's Signals, did procure for himself, and have fitted, a complete civilian-type bath with H and C, the whole arranged in a hut not provided for the purpose.

Youth will be served, although it serves or, in its own parlance, although it is "doing time."



Polish is best applied with a damp pad of muslin cloth.

The author, a meticulous motorist who likes to do all his own care and maintenance, has recently contributed an article on thorough car washing. In these pages he discusses equally thorough methods of polishing.

THE work of polishing a car and keeping it in good trim is a job involving some effort at fairly regular intervals, if it is intended that a certain standard of appearance is to be maintained, although new polishing materials have been produced in recent years for the purpose of reducing toil to a marked extent.

Where an owner intends to keep his car for some time, the application of polish to the bodywork, wings and wheels is not only a necessity with regard to appearance, but the polishing medium also acts as a preservative against the insidious effects of weather and traffic film, which may often be witnessed in cars that have not received any attention over a year or two, despite the fact that cellulose and synthetic paints stand up to a considerable degree of ill-treatment.

Assuming that regular polishing is to be undertaken, it is important to ascertain if the surface of the paintwork is clean before polish is applied. There are various cleaners available, in either liquid or paste form, but they should be applied sparingly to avoid disturbing the paint pigment, preferably on an area (a valance, for example) where some experiment may be carried out. Hot, but not boiling, water also may be used to remove old wax film, while there are detergents available which will remove traffic film with admirable ease.

Traffic film develops automatically where a car is in use, owing to dirt and engine vapour being lodged on the car by vehicles in front, and also by air-borne dust, all of which forms a coating on the paint surfaces, especially on the bonnet and luggage-locker lid. This film has to be removed

before polishing is carried out, as it will otherwise create bloomed or blotched areas which effectively prevent a first-class finish being obtained.

In the main, it is easier to produce highly polished effects on cars finished in black or dark colours than with those having light colours which do not give mirror-like reflections to such a high degree. A black car will have a superb appearance if really worked upon, but black suffers as a finish by reason of its readiness to show up dirt or dust at the least provocation in comparison with grey or cream, for example.

The liquid and solid forms of polishing medium each have their attractions, but the latter has a great advantage in that the wax of the solid polish builds up a protective coating for the cellulose or enamel against minute scratches, abrasions and the intrusion of moisture, while it is also more lasting as a polish. Some liquid preparations produce a sheen of high lustre but are less resistant to wear and tear and therefore require more frequent application. Of course,

A CAR

PERFECTION IN CAR APPEARANCE

if the cellulose is tending to go matt it will be necessary to use a liquid polish to remove the "dead" paint. Where time saving is of some importance alternate applications of liquid and wax polish may be used, the liquid acting as a partial cleaner, although it may thin the wax film of the solid polish in the process.

Some reference must be made to the various kinds of cleaners and polishers now available. These may be divided broadly into rather harsh liquid types for removing dead paint, grease and so on, and putting a good shine on what



The interior ought to match the exterior in smartness. Leather and leathercloth need regular cleaning, as they grow dirty gradually. The point can be overlooked.

appears to be a poor finish; milder liquids for the removal of grime; detergents for use with water, and liquid and paste wax polishes. It is important to realize that if the finish of the car underneath the dirt is good, then there is no need to subject it to the possibly abrasive effect of liquid cleaners. Detergent, followed by wax polishing, is a good general procedure.

Polishes should be applied with a pad of damped muslin cloth, no other material being a worthwhile substitute. With a motion following the line of the panel the polish is applied to one complete section, and polished off with a soft open mesh cloth which must be clean and really dry. A closely woven cloth is very unsuitable, as it becomes quickly caked with polishing medium, thus producing lines or waves on the finished surface. Similarly, uneven results can arise from streaky distribution of the liquid or wax in the first instance. Whatever cloths are used, they should be of ample size and folded into a soft pad for polishing with an even pressure.

Skill in Application

There can be no question that one can acquire a knack in getting a super lustre or sheen in a fairly short time, mainly by *lightly but evenly* distributing the medium beforehand and then polishing equally lightly, without pause, until the best effect is achieved. A good finish cannot be obtained in a damp atmosphere, or immediately after the car has been washed, and if a first attempt at polishing is being made it is much better to work on a small and unimportant surface for trial purposes than to start work on the bonnet or roof. A good indication of the perfect polish is to be able to see sharp and clear reflections on the surface—a fuzzy reflection denoting partial blooming arising from dirty surfaces or patchy distribution of polish.

A small dose of liquid polish on a well-damped cloth is effective in cleaning chromium-plated grilles and fittings and is also useful for wheels, where a wax polish would

The facia and wooden or plastic fillets about the interior should be kept polished. With woodwork, waxing greatly prolongs the life of the French polish.



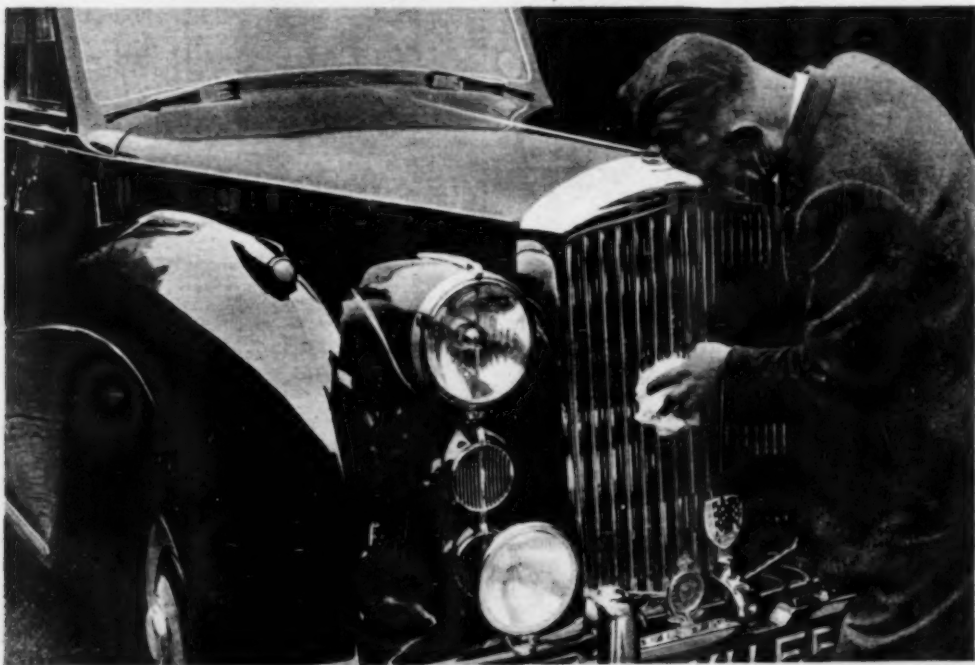
involve much strenuous work and bending down. As when washing a car, however, the ideal way of dealing with wheels is to jack them up in order that they can be slowly rotated and given a comprehensive treatment, so avoiding a half-cleaned effect which may otherwise result. One of the many good detergents available is very effective for wheel cleaning. After drying off, the wheels may require polishing to give a good finish.

The smaller details of the car susceptible to ready treatment can be enhanced by a little attention with cream or wax polish as used in the home, as, for example, the instrument panel or facia, steering wheel and column, door inner panels and other parts, not forgetting the door surrounds and pillars. Where the garage is inclined to be damp, polishing cloths can be stored in a box or case which should be placed on a high shelf or hung from a roof beam where the air is drier.

Finally, the work of polishing is greatly helped if it is undertaken on a day without a wind which may blow dust about. During the winter good days for polishing are by no means infrequent, but it is important to remember that air damp may become a nuisance from mid-afternoon onwards, moisture then slowly descending on the car and rendering further polishing work almost an impossibility.

M. A. M.

A little liquid polish on a damp cloth is effective in removing dirt from plated parts.





A Riley Sprite rounds the corner on Doverhay, during a post-war M.C.C. Land's End Trial, in front of a large crowd of appreciative spectators.

THE AUTOCAR, APRIL 4, 1952

ter, organized by the B.A.R.C., will consist of four main events and four of the popular mixed handicaps. The four star races are the Earl of March Trophy for 500 c.c. cars, the Lavant Cup for formula 2 cars, the Chichester Cup (*formula libre*) and the Richmond Trophy for formula 1 cars. A full entry has been received for all the events; in the 500 c.c. field there will be Stirling Moss with the Kieft, against such opponents as Eric Brandon and Alan Brown of the *Ecurie Richmond*, Bob Gerard with his Cooper, and two drivers from Germany, A. Lang and H. Schweiber, also with Coopers. Among the other well-known drivers taking part in the meeting will be Tony Rolt, Peter and Graham Whitehead, George Abecassis, Duncan Hamilton and Sidney Allard; one most interesting sight should be the struggle in a handicap race between Stirling Moss in a Jaguar XK120C and Geoff Duke, champion motor cyclist, with a DB3 Aston Martin.

The first race is timed for 1.30 p.m. The admission charges have now been reduced, as a result of the lowered rate of entertainment tax, to 6s for the public enclosures (children 3s), 27s for the grand-

Easter Sporting Events

LARGE ENTRIES FOR MANY AND VARIED MEETINGS

RARELY has there been such a varied programme of sporting activities in any one period of three days as will take place at Easter, the end of next week. Rallies, the Land's End trial, speed hill climbs and race meetings are all present in force, a state of affairs which emphasizes the present-day high level of interest and enthusiasm for motoring sport as a whole.

First and foremost comes the famous M.C.C. classic, the Land's End. This old-established long-distance trial, one of the few survivors of this once-popular form of contest, starts on the Friday night, competitors leaving three starting points—Plymouth, Stratford-on-Avon and Virginia Water—and making their way westward through the night. This year there are 156 car entries from M.C.C. members, reinforced by 24 vintage light cars entered by members of the Light Car Section of the Vintage S.C.C. These latter vehicles, all of which are starting from Virginia Water, are competing in a 25 Years Commemoration Trial of the 1927 event, and will follow the 1927 route, which included Porlock and the old road round the hair-pin at Bluehills Mine.

The remaining competitors will follow a route covering the following hills: Grabhurst, Station Hill, Lynton, Beggars Roost, Darracott, Crackington, New Mill, Hustyn and the newer version of Bluehills Mine. The first competitor is due to arrive at Land's End at 3 p.m. on Easter Saturday, the last some 64 hours later.

On Easter Saturday, also, the two rallies known as the Highland Three Days and the Circuit of Ireland commence; entries for the former had not closed at the time of going to press, but the latter has attracted over 170 cars, including many of the best-known competitors in this form of event from both sides of the Irish Sea. Then the Bristol M.C. and L.C.C. are holding the first 1952 race meeting on their excellent little circuit at

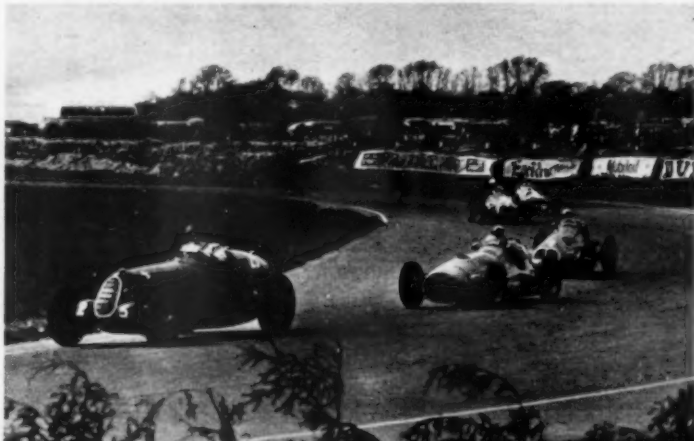
Castle Combe, near Chippenham, in Wiltshire, including races for supercharged and unsupercharged sports cars and a 500 c.c. race, run in heats and final, which should be very hotly contested indeed. This meeting will commence at 1 p.m.; spectators will be admitted on payment of 1s (children 6d), while car parking charges of 7s 6d and 5s 0d will be made. Another race meeting involving 500 c.c. cars is that arranged by the Blackburn Welfare M.C. on the aerodrome at Brough, East Yorkshire, and timed to commence at 1 p.m. Again, there is the annual Easter Saturday speed hill climb at Lydstep, near Tenby, in Pembrokeshire.

On Easter Sunday the Berkhamsted M.C. and C.C. are holding a speed trial at Tewinwater, near Welwyn, Hertfordshire. Then, on Easter Monday, April 14, come the two international race meetings, at Goodwood and Brands Hatch. The racing at Goodwood, near Chiches-

stands, and 20s transfer to the paddock; car parking costs 10s or 5s, according to location. Goodwood on this occasion will appear in its new fully decorated form, with flags galore fluttering in the breeze, while the Feroxo Silver Band will play beforehand.

At Brands Hatch, near Farnham, in Kent, also on Easter Monday, the Half-Litre Club are staging their London Trophy Race, in 20-lap heats and a 40-lap final. This should be again, most hotly contested between many of the major stars, and among the Continental drivers coming over to take part are Lex Beels and Pim Richardson from Holland with Beels Specials, and four drivers from France—F. Liagre and F. Antonelli with D.B.s, and E. Feuillas and J. Dubere with amateur-built J.B.s. Admission to Brands Hatch costs 4s per head (children half price), car park 5s 0d. Then finally in the West on Bank Holiday the West Cornwall M.C. are holding Trengwainton hill climb, with classes for sports cars of all capacities and racing cars up to 1,100 c.c. A very crowded week-end!

R. D. Poore's 3.8-litre Alfa Romeo leads the field in a typical *formula libre* race at Goodwood; this famous car will be competing again on Easter Monday.



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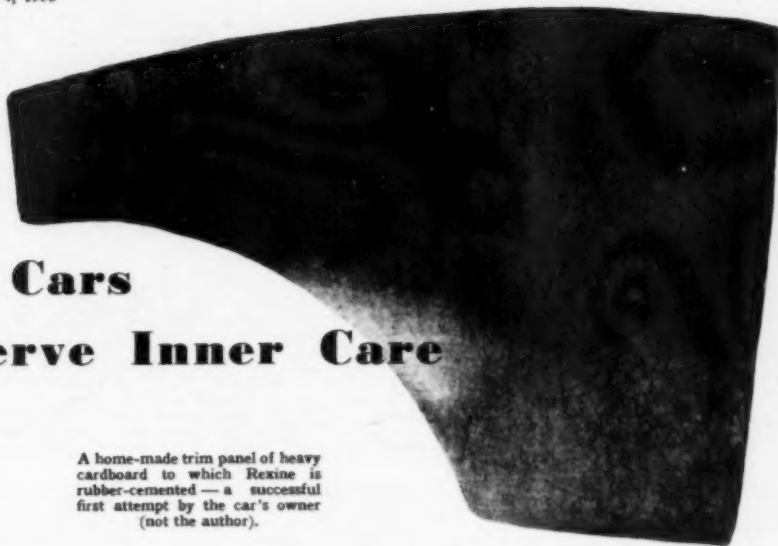
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The instruments and controls are easy to read, easy to reach; the deep seats give firm, restful support and the door width and height make it easy to get in and out.

Old Cars Deserve Inner Care

A home-made trim panel of heavy cardboard to which Rexine is rubber-cemented—a successful first attempt by the car's owner (not the author).



OWNER-DRIVERS CAN TACKLE SIMPLE TRIM AND UPHOLSTERY REPAIRS

CONFRONTED—probably as the result of a chance remark from a fair and gentle source—with the desirability of improving the condition of the interior trim of his car, the average owner is apt to shy at the prospect of doing anything about it himself. If he is a person with a normal appreciation of workmanlike repairs he will count his coppers and decide, upon his findings, whether to put the job out to a specialist coach repairer (believe me, he will want to have a lot of coppers) or not. If he is not, he will "have a bash" gaily and clumsily, and no amount of the red or silver paint which he puts on all the fittings as a finishing touch will prevent it looking worse than it was in its decently disreputable state.

Avoid Over-hurry

There is, however, a middle road, which no amateur need fear to tread if he is even moderately proficient with simple tools and if he is, above all, *patient*. No repair job, however small, was ever done well by trying to get it done in a hurry. And, before we go any further, let it be understood that if the repairs are extensive, we shall have to learn at least the simplest theory and practice of sewing, if we don't already have a nodding acquaintance with them!

When one gets down to it, it is surprising how much the owner *can* do. An example comes to mind: There was an ugly tear in the middle of one of the sections of fluting on a hide cushion cover. It had become badly worn, too, and some of the hide had simply disappeared, so that sewing was out of

the question. Examination showed that it would not be a difficult matter to take off the cushion cover after removing the banding round the base, and carefully easing out many tacks with the aid of a sharp tack-lifter. This done, the make-up of the cover was revealed, and was seen to consist of a pleated piece of hide sewn along each pleat to calico and hessian, with wadding in the flutes thus formed. This is traditional practice. Now this particular owner—who was perhaps more patient and painstaking than most of us—took upon himself to cut out one complete flute and replace it. This meant that instead of a pleat at each side of the flute there was a seam, as he sewed a new strip of matching hide in place, but the appearance was perfect. He also had to do a grafting operation on the hessian, calico, and so on, but that was not very tricky.

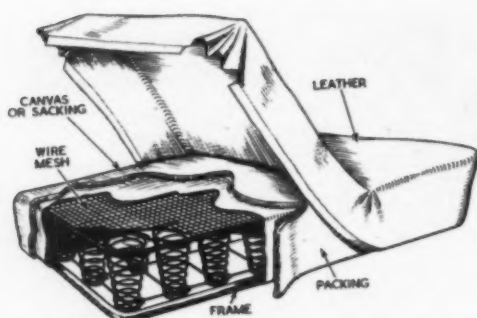
That, as has been suggested, is ambitious, but there are many simpler operations which well repay their execution, such as removing a cover, as above, adjusting or restringing the coils in the spring-case, and perhaps carefully sewing a tear in leather or leathercloth, and locating a patch underneath the tear when replacing the cover. But *always* study the trim carefully, dismantle it slowly and methodically, and note how it must go back.

What about tools? A trimmer's tack hammer, which also has a tack-lifter, will be invaluable, and an awl or two will be helpful. Trimmers use big straining pliers, but old upholstery will hardly need straining. Half-round needles are wonderful things for awkward sewing jobs, and well justify their acquisition. They literally can sew

round corners! Shears and a ripping chisel (for removing old tacks ruthlessly, where this applies) are also useful. Otherwise, no special tools are needed. It is, however, handy to have some knowledge of what *materials* are likely to be necessary. Thus, the type of banding which conceals tacks, as already described, is remarkably useful for a variety of purposes. Piping may be needed, and, like most other trimming materials, is obtainable from the bigger factors, who are usually prepared to deal retail as well as wholesale. Various types of anti-draught beading and window-channelling can be obtained, the best form of the latter being that which contains an inner fillet



The edges of the leathercloth on a trim panel are bent round to the back, nicked as shown when the edge is curved and cemented in place. While drying, they are checked at intervals, in case they curl up, until the cement is dry.



The anatomy of a seat cushion. It is not difficult to dismantle one for repairs.

Old Cars Deserve Inner Care continued

of thin metal. The range of fasteners, clips, mouldings, turn-buttons, and suchlike, is bewilderingly wide.

The subject of adhesives is one which might well deserve a whole article to itself, but let it be sufficient to say that nowadays it is almost literally possible to stick anything to anything—provided that the right adhesive is used for the job in hand. It is foolish to use a black compound if sticking light-coloured wool to wood or metal, for the black will show through and spoil the appearance entirely. To use a thin solution when faced with a "heavy" job such as sticking insulating felt to flooring, is usually ineffective, and there are excellent heavy, viscous adhesives for such uses. Great progress has been made in the development of special adhesives, and it is, for example, no longer a lost cause to try to stick leather to leather, or fabric to fabric, even where there is flexing.

To return to the subject of practical work, via adhesives, as it were, it is worth noting that many very reliable small repairs can be effected by the use of strong adhesives. Where anti-draught beading has come unstuck, it was probably not bonded properly in the first place, and a suitable modern adhesive will make a permanent joint, even with metal. Moreover, if the amateur decides to renew the trim-pads on the doors, he will find adhesives usually offer the simplest way of fixing most of the new hide or leathercloth.

Door trim, as a matter of fact, seems about the first thing to call for repair on an ageing car, yet attention is often shirked because it is felt that there must be some mysterious voodoo about the way the trim-pad is fixed. Usually it is quite simple, however, "once you know how." The top is often held in place by the window capping, and the sides by screws of one or another type, or, with an all-metal door, spring clips which fit into holes, rather tightly, but which can be levered out. Sometimes there seems no obvious way of remov-

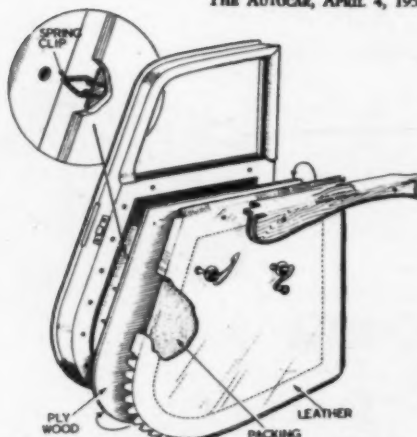
ing the bottom part, called the carpet-finisher, and the mystery is that the rails or brads which secure it are hidden in the pile—if any pile remains!

Once off, a trim-pad will seem to lend itself to renovation by covering with matching material after ripping off the old. It may be advisable to renew the wadding, and felt also. For practice, a door trim of the simpler



Leather can be sewn to carpet by laying the leather on its back, stitching through, then folding the leather over to conceal the stitches.

type, without a pocket, is a good thing to start on. If the old one is pleated, study its make-up. Note, too, how the carpet-finisher is seamed to the main material. Observe that where the covering is taken round curves it is notched to avoid puckering. More complicated door trim has a frame-surround separately trimmed, and this is perhaps outside the amateur's scope from the point of view of time available if nothing else.



A door and its trim. A sheet of ply covered first with packing and then leathercloth, and secured at its sides and bottom with spring clips, at its top by a wood or plastic capping of L section.

Repairs to carpets are seldom worth while unless they are cleanly torn and can be sewn neatly with an upholstery needle. When they are badly worn and holed, renewal is the right thing, but it need not be very costly if the owner obtains the now-popular non-fraying type of floor covering and cuts it out himself. If the old carpeting is not too mangled it can be used as a pattern. Otherwise make a brown-paper pattern. The outer edges of this type of rubber-backed jute carpeting will not fray for a very long time, but where there are holes for gear lever, hand brake and pedals, it is advisable to welt the carpet with leather. Obviously this is a job for patient handwork, but at least the beginner always has the consolation when sewing that he can rip it all off and start again! Crossed welting is available.

Renewal of rear and rear quarter windows often calls for dismantling the trim around them. Again, there is little need to be discouraged unless the wool cloth is tending to rot near the borders. Even then, much can be done to make a presentable job of replacement, after the new window has been put in, if the indispensable Hiden banding, or double piping, is used. Mention of wool cloth calls to mind that owners often wonder what can be done to renovate stained or dirty head linings. The foaming type of dry cleaner will do a lot, but stains caused by the entry of rainwater are almost ineradicable. It is worth considering the use of a dark carpet dye over the whole area on an old car. Mix it strong and apply liberally with a cheesecloth pad.

Do not despise good leather paints. They are hard wearing and effective. After all, hides and fabrics are originally painted with cellulose or lead-based or resin-based paints, in many cases, although the processes are specialized and often secret. Finally, remember the cardinal virtues in all work of this nature: Planning, patience and persistence. J. D. McLDWOCK.

THE AUTOCAR, APRIL 6, 1932

W H I L E Y
The Cars of Character

The Whitley



W H I L E Y
The Cars of Character

ARMSTRONG & SIDDELEY



**That's a
good sign!**



March of progress: Traffic lights now control the entry to Tower Bridge, and the old railway-type arm signal (above the new lights) is going out of use. A warning bell sounds when the centre portion of the bridge is raised. The horse, however, continues to obstruct this and other London arteries.

CORRESPONDENCE

SKIDDING

Two Pounds Down for Tyres on Setts?

[64099].—With reference to Mr. R. R. Jordan's query [64082] as to the effect of tyre pressures on adhesion on wet surfaces, I have an 8 h.p. car, the tyre pressures recommended being 24 lb all round.

In wet weather, on setts, I find it has a tendency to get tail swing, but by reducing the pressure to 22 lb all round the stability gained is considerable. It should, I think, be pointed out that a greater reduction of pressure than 2 lb must be avoided, or the tyre walls will suffer.

Liverpool, 22.

TERRY LINACRE.

WARMING-UP

Air Filter to Blame for No Choking?

[64100].—I think I can solve The Scribe's problem of not having to use the choke once the engine has fired (March 7). It has nothing to do with carburation. I had the same trouble some while ago, with a great increase of petrol consumption. If one removes the air cleaner from the top of the carburettor intake, the choke will then be necessary; if not, then the replacement

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of the jets should cure the trouble. It is obviously a matter of an over-rich mixture, and although the most likely explanation is a blocked air cleaner, jets do wear with the passage of time, and become bigger.

As regards this air cleaner business, although I always used to clean my wire gauze regularly, that was not the trouble. The trouble was the felt inside, which is quite inaccessible; the only solution is to renew the filter. My petrol consumption went down from a mere 14 miles per gallon to over 20 m.p.g. on a 1936 16 h.p. Austin.

J. N. H. A.
Ilford, Essex.

CONTEMPORARY FINANCE

Purchase Tax on Utility Conversions

[64101].—We have recently been considering the conversion of a pre-war chassis into a utility vehicle on behalf of a customer, and find what, in our opinion, appears to be a position which calls for some action on the part of the trade generally. Although the chassis was made and sold in the days when purchase tax was not invented, we find that the tax is charged, not on the extra value of the vehicle after the addition of another body, but on the value of the whole vehicle.

It is even found that if a small van owner wishes to put a couple of windows in the sides of his van such an operation makes the vehicle liable to purchase tax on the whole value of the vehicle, although this might also be of pre-war vintage and

not liable to tax at any time.

We feel that the whole system of such taxation is unfair and that, apart from any action that might usefully be taken, those who contemplate alterations such as those mentioned above should be warned to go very carefully into the matter before even thinking of carrying out such work.

South Harrow, Middlesex.

J. H. STAVELEY,
Mercury Motors.

CARS FOR EXPORT

Discouraging the Overseas Buyer

[64102].—I was most interested to read the criticism of middlemen [64016] by "L" in your issue of February 15 just received. My complaint goes one stage further—to the manufacturers and their London distributors.

In 1950 I ordered, through the local agent, a car which at that time cost over £700 basic. On arrival in London I went to the London showrooms of the manufacturers, and was informed that there was an additional £17 delivery charge to pay (the factory is, incidentally, within 100 miles of London). By the time I had completed the various formalities it was too late to get to my bank, and I asked if I could see the car that afternoon before taking delivery the next day. I was then informed that if I wished to see the car, which was garaged

CORRESPONDENCE

continued

about one mile away, I would have to take a taxi at my own expense, as the company provided transport only once—after they had got their money and were prepared to hand over the car. If this is the attitude to the overseas buyer, then heaven help the export trade.

Whilst on the subject of the overseas buyer, could I make a suggestion to the caravan manufacturers? Many of us out here are keen on the possibility of a caravan leave, and we study the advertisements with interest. What we do not know, and can get no indication of, is the power required to tow the various sizes of caravans. We see one we like, but do not know whether it will require a small horse-power car or a herd of elephants for towage.

Finally, may I say what a pleasure it is to receive *The Autocar* out here, even if it is six weeks late. I thought your reporting of the Monte Carlo Rally a particularly fine piece of work.

Calcutta, 16.

M.T.



A discouraging sign (see letter 64103).

UNUSUAL SIGN

No Future In It?

[64103].—Recently my wife and I were out in North Wales in our trusty old 1931 M.G. Midget (which last year went over the Hymant Pass and Euntant Pass in the same afternoon and made no bones about it) looking for fresh roads, and near Eglwysseg Mountain we came across this signpost. I think your readers will agree it is most unusual.

Warrington, Lancashire.

R. A. HEESOM.

QUEEN AND COUNTRY

An Appeal to ex-R.A.S.C. Types

[64104].—May I, through the medium of your Correspondence columns, please put forward a matter, not for discussion but for consideration by your readers? This is the Supplementary Reserve of the British Army, particularly that of the Royal Army Service Corps. I feel that among the many readers of your journal, there must be a number of ex-officers and other ranks who served with the R.A.S.C. during the war and who would wish to renew connections but have not as yet considered it or have not been approached by anyone.

The R.A.S.C. Supplementary Reserve was re-formed shortly after the war and is similar in many respects to the Territorial Army, being complementary to it, but retaining a separate identity. Supplementary Reserve units, amongst which are included most of the various types of transport units, are manned by volunteer officers, N.C.O.s and men (a small number in each unit); the balance is made up with National Servicemen who have a part-time training liability after their full-time service is completed.

We urgently need experienced officers, N.C.O.s and men with wartime service to fill the volunteer element of these transport units. I feel that many of your readers who served in the R.A.S.C. during the war may like to join the Reserve. I can assure them that it is in the national interest to volunteer for this important Reserve. Training liabilities are very moderate (15

days per year). Chances of good appointments and promotion, both now and in the event of an emergency, are excellent. Pay and allowances are as for regular soldiers.

Any ex-officer, N.C.O. or other rank who is interested is most cordially invited to write, without any obligation, to: The Commanding Officer, Crowborough West Camp, Crowborough, Sussex, when I shall be pleased to provide him with further particulars.

Blandford, Dorset.

J. E. WILLIAMS, Lt.-Col.

ROAD HOLDING

Theoretical Effect of Braking on Overrun

[64105].—With reference to Mr. Bengt Lof's further letter [64079], if the mild differential-balanced retarding effect on overrun with f.w.d. were indeed an enemy of good road-holding on bends, what dire effects are we to expect when brakes are put on in the same circumstances? Front wheel brakes are, I understand, designed to give a greater proportion of power than the rear ones, and when one considers that the brakes of many cars are anything but 100 per cent balanced, we should witness much strange behaviour of cars on bends where drivers have to check their speed, if Mr. Lof's theory had a shred of foundation.

In saying he prefers a good sports car to a f.w.d. car under really trying circumstances, Mr. Lof is unwittingly paying a tribute to f.w.d. By "a good sports car," I presume is meant one of the fabulous-priced vehicles with open or cramped saloon body, whereas the only f.w.d. car of which we have ample experience is a roomy family saloon designed over 17 years ago and still produced substantially unaltered.

What a vista of possibilities for f.w.d. if it could have lavished on it the care and development which have gone into the good modern sports car!

C. W. CARR.

Eastbourne, Sussex.

NIGHT LIFE

Loss of Power with Humidity?

[64106].—I was interested in "Nocturnal New Life" ("Service Viewpoint," March 21) and quote the following from *High Speed Combustion Engines* by Heldt:

Effect of Moisture in Air on Engine Power
"The effect of humidity in the air on the power output of an engine has been investigated by Donald S. Brooks, of the National Bureau of Standards. Data obtained with a six-cylinder automobile engine indicated that there is a loss of engine power with increasing humidity proportional to the volumetric loss of oxygen content of the atmosphere."

From this it would appear that engine power is actually reduced even though the engine apparently runs better at night; perhaps the following is a correct explanation:

Owing to the damp air the temperature of the incoming charge is reduced, thus the point at which detonation (unheard) occurs is raised; this will give smoother running and a sense of increased power.

E. C. ARNOLD.

Enfield, Middlesex.

ROAD SAFETY

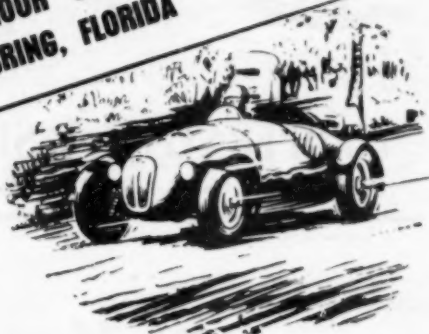
"The Right Speed at the Right Time"

[64107].—May I be permitted to deprecate a too literal interpretation of The Scribe's jottings of March 21? I refer in particular to the paragraph, "Every man to his own driving taste provided that he is safe..." he is merely in a hurry or prefers to enjoy himself that way."

I doubt whether many coroners, doctors or others, who view one mutilated body after another, enjoy driving "in a hurry" upon the majority of our roads. In too many fatal cases, where the driver of the lethal weapon was either exonerated or guilty of no legal negligence, there would have been no fatality had the car's speed been lower in the circumstances. The following three recent cases illustrate the point: (1) Car travelling at 20 to 25 m.p.h. overtook stationary bus. Elderly lady walked straight over road in front of bus into path of car. Car could not stop in the short available space. (2) Driver of car travelling at 45 to 50 m.p.h. at night on four-mile stretch of straight and level road, suddenly saw cyclist in his path without rear light. Driver may have been momentarily dazzled by oncoming car. Cyclist was hurled about 30 feet through the air. If the car's speed had been lower accident might have been avoided or cyclist's injuries non-fatal. (3) Driver of lorry rounded high-hedged bend on

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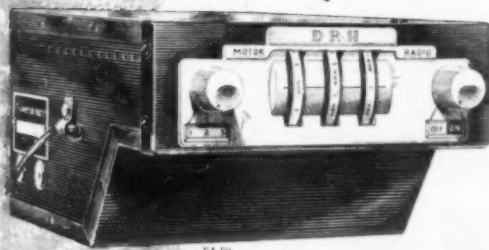
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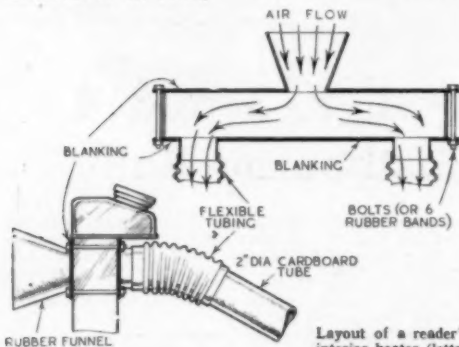
CORRESPONDENCE

country road on his proper side at 25 m.p.h. to find schoolboy falling off bicycle into his path. Lorry stopped dead in 25 feet, but this was insufficient to avoid his death. Lorry's brakes were in good order. Jury exonerated driver completely. (I do not even suggest that this driver was "in a hurry.")

My point is that if the appalling death rate among pedestrians and cyclists is to be reduced, a far more precautionary mode of driving than mere lack of negligence or conformity with the Highway Code is required, until we have motorways which are inaccessible to children, other pedestrians and cyclists. Can any driver be absolutely certain that a child will not suddenly run across an otherwise empty road from behind a hedge, that a boy riding his cycle with his hands in his pockets will not lose his balance, that a deaf pedestrian is not on the road at night, or an unlighted cycle—or any other circumstance which may result in a death with no legal blame upon the driver? Any of these illustrations can be, and have been, encountered upon so many of our roads, which were never designed to accommodate pedestrians, cyclists, cattle and motor vehicles of all sorts. Such roads cannot be 100 per cent safe for all these plus the driver who is in a hurry. PAUL DUNGAY, Asst. Deputy Coroner.

Aldershot.

[The Scribe comments: I must clarify this matter once and for all. When I say safe: I mean safe, without qualification, and not merely on the right side of the law if there is an accident. A driver who is safe according to the standards I have in mind does not have accidents, and certainly not such as those outlined by Mr. Dungay. He would have foreseen and been capable of avoiding all the eventualities described. To do so is the very hallmark of the safe driver.]



Layout of a reader's interior heater (letter 64108).

HOME HEATER

Simple Device on a Ford

[64108].—The details are of a home-made interior heater fitted to my Ford Eight, after numerous experiments. The main theory is that air will pass transversely along through the radiator core from centre to sides. It is very efficient and will permit driving without gloves or coat in freezing weather after about 3-5 miles; warm air comes down the tubes after one mile. No overheating of the engine takes place, and the cost was well under £1.

JOHN F. SEDGWICK.

Kendal, Westmorland.

RACING FORMULAE

No Tears Over Formula 1's Passing

[64109].—I fear I cannot subscribe to the regrets expressed in letters [64073] and [64074] for the death of the present formula 1 and the substitution of formula 2. The competitive element in formula 1 racing has almost disappeared, the practicality of the cars concerned is non-existent, apart from the French Talbots and the big Ferraris, which are not entirely divorced from road cars as the motorist understands them.

Formula 2 opens up fresh vistas of real racing with cars that are not complete freaks and totally unsuitable for any other purpose, and perhaps now also we shall see those small

unpublicized concerns, who have tried so hard hitherto to keep the flag flying, receive their long-overdue recognition—Alta, H.W.M., Connaught.

One man's meat is another man's poison but I would swap all your Grands Prix for one Le Mans 24-hour race. Look at the entry list for this year! Twenty-six marques from six countries, ranging from 610 c.c. to 5½ litres. Cars, furthermore, by no means so very different from our ordinary everyday cars, and all able to compete on level terms, thanks to the handicap system, and so ensuring real, sustained interest from start to finish.

Finally, before leaving the Le Mans entries, how pleasant to see Spain rejoining the ranks of active competitors!

Swanage, Dorset.

JAMES R. N. DUNCAN.

Ulster Opportunity for B.R.M.

[64110].—I was interested to read Mr. W. L. Hill's plea [64073] on behalf of the B.R.M. Association that the British Grand Prix should be run as a formula 1 event to enable the B.R.M. to have a chance of re-establishing itself.

Could Mr. Hill's association not do anything to influence the B.R.M. organization to take advantage, both for testing and perhaps to win, of a real road race by entering for the formula 1 Ulster Trophy Race? It is strange that we have had this race for two years on the new Dundrod Circuit without even an entry from the B.R.M.

It is, perhaps, just as well that Farina in an Alfa Romeo has already won this race at an average of over 90 m.p.h., or we might have been told that the Northern Ireland course was not suitable. INTERESTED SPECTATOR.

INTERNATIONAL EXCHANGE

Youth Call from Missouri

[64111].—I am fifteen years old and would like to correspond with others in foreign countries who collect automobile literature.

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The hill-climb run last Sunday on the Firie estate was the final test in the Bentley D.C.'s Eastbourne Rally. Here is R. Grant, storming up appropriately mounted in a 3-litre Bentley.

POLICE VICTORY : 1, 2, 3 and 4 in Bentley D.C.'s Eastbourne Rally

IN the ambitious Eastbourne Rally, run by the Bentley D.C. last Friday, Saturday and Sunday, the police really came into their own with a one-two-three-four victory; in all they took seven of the first ten places. Interrupting them in the results were J. I. Brenner, Lancia Aprilia, in fifth place; D. N. Hamilton, 3-litre Bentley, sixth; and R. P. N. Mennell, Aston Martin, ninth.

Competitors, 75 strong, set off on Friday night from the Police Driving School at Hendon, London, and five other starting points, and headed for a good night drive ending at the top of Box Hill in Surrey. It was bitterly cold, snowing and blowing, and the test planned for after breakfast on Saturday at Goodwood had to be cancelled. Eastbourne provided similar weather, although actual road surfaces at the coast were simply wet rather than snow-clad. After scrutineering the cars were therefore able to get cracking on the special tests arranged along the sea front.

Wiggles and Woggles

These included acceleration and braking, wiggle woggle, "garaging" and so on, and the amusing test where posts support strings which each competitor has to touch with the front and rear of his car. Many spirited efforts were made, despite the bitter weather numbing drivers' reactions and muscles. Then the police cheered! Out of the first ten, seven were police drivers, headed by H. W. Dalling with J. R. Skeggs as challenger.

On Sunday the decider was to be the hill-climb on the Firie estate off the

Lewes road. This is an excellent climb, but when it seemed that only the first and steeper half would be usable, great depression settled on the drivers of high-geared cars. But all was well, if wet. The standard time of 38.6 sec was bettered only by J. Norris' 6½-litre Bentley in 35.6 sec, A. G. F. Oldworth's fine 2-litre Aston Martin in 37.2 sec, and R. F. Wright's Lagonda Rapide in 37.6 sec.

But the police were too well dug in for the hill-climb to make any difference. In fact the only effect of the climb was to move A. E. E. Teer (police) to eighth,

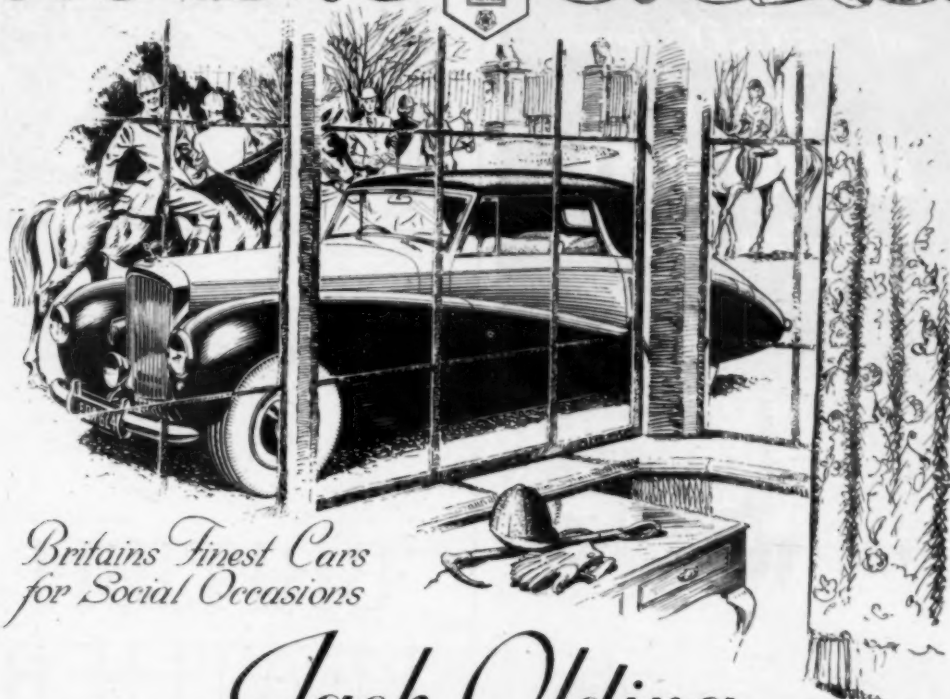
displacing R. P. N. Mennell's Aston. Just to round it off the team of M.G.s from the Essex Police College took home the team prize. The whole event was well planned and equally well run, and despite the weather it was a complete success—for the boys in blue!

PROVISIONAL RESULTS

1. M.G. TC (H. W. Dalling); 2. Riley 2½-litre (J. R. Skeggs); 3. M.G. 1½-litre (A. Paul); 4. Wolseley Six-Eighty (J. Cranfield); 5. Lancia Aprilia (J. I. Brenner); 6. Bentley 3-litre (D. N. Hamilton); 7. Jowett Javelin (R. J. Shillabeer); 8. Riley 2½-litre (A. E. E. Teer); 9. Aston Martin 1½-litre (R. P. N. Mennell); 10. Jaguar Mark VII (R. Hodgson).
Team Prize: M.G. team 4 (H. W. Dalling, A. Paul, K. L. V. Baker). 75 starters, 14 non-finishers.



A. E. E. Teer, one of the best known Police drivers, sets off from the London starting point at the Police Driving School, in a 2½-litre Riley. He finished eighth.



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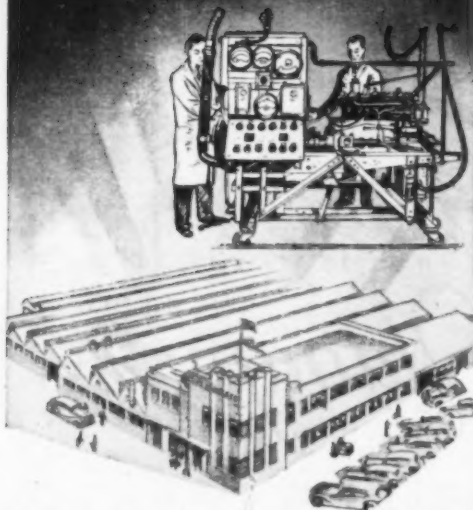
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When to Decarbonize

There seems to be considerable divergence of thought on the subject of decarbonization. One school favours this treatment every few thousand miles, while others say leave well alone unless it is essential. What is your view?

Stirling.

R. A. G.

BBROADLY speaking the leave well alone policy is usually the wisest. The two factors which matter are the amount of carbon in the combustion chambers and its effect on the car, and the seating of the valves. Particularly in cars used for long journeys and those driven fairly hard, there may be virtually no carbon formation, and if the valves are seating properly why remove the cylinder head?

The usual signs of the necessity to remove the head are excessive pinking, loss of power and heavy petrol consumption. Occasional checking of the compressions of the cylinders is a useful guide to the state of the valves, remembering to adjust tappet clearances first. These checks also prevent the valves getting into a sufficiently bad state to need renewal instead of re-grinding when a decarbonization is finally undertaken.

Running-on

I do not want to lower the compression ratio of my car or do anything drastic to stop the engine running-on after switching off. It runs very well in normal motoring, but what is the simplest way to overcome the unpleasant tendency to keep on running?

E. J. M.

Liverpool.

THE most simple "remedy" is to rev up the engine, switch off, and instantly press the throttle pedal right down. The ensuing cold air entering the engine as the revs die down should cool any hot spots sufficiently to stop or reduce running-on.

If this method fails, the clutch may be very gently let in to stop the engine, the gear lever being in top position (and the brakes on, of course). Considerable care should be exercised, as a violent engagement of the clutch might well bend a connecting rod.

Pre-war Engine Capacity

I quite see that the pre-war system of h.p. classification was almost meaningless, and that the cubic capacity system is a real measure of engine size. It seems, then, that rather than try to think of modern cars as x h.p. to make comparisons, it would be better to calculate the capacity of typical pre-war car engine sizes. But how does one work them out?

E. L. A.

Bromley, Kent.

AS an example, take the 1939 Austin Ten, with four cylinders and a bore and stroke of 63.5 and 89mm respectively. To calculate the capacity in cubic centimetres (c.c.) it is necessary only to calculate the area of the top of the piston, multiply this by the length of the stroke,

and multiply the result by the number of cylinders. The final result must be divided by 1,000 to convert from cubic mm to c.c. The combustion chamber spaces are not included, the volume measured being the "swept volume," i.e., the volume swept by the moving piston. The formula for the area of the top of the piston is, of course, πr^2 , and in this case r will be half 63.5. The result is 1,125 c.c., and anyone ending up with 4½ litres supercharged should forget the whole thing!

Exhaust Explosions

I now get fairly severe exhaust explosions when the car is on the over-run. I have checked the ignition and carburettor settings without finding anything amiss. What is likely to be wrong?

Cardiff.

A. N. A.

A LEAK in the forward part of the exhaust system is the cause of explosions on the over-run in nearly all cases. It may be only the manifold gasket or the joint between manifold and pipe which is at fault. Remember that if a flexible pipe is fitted it may need replacement, not because of a hole but because of overall leaking through its spiral seams. A weak mixture is a possible cause and is quite likely to aggravate the trouble, and there is also the possibility of a sticking valve.

Brake Judder—

My recently purchased second-hand car is suffering from acute front brake judder. What, please, are the most likely reasons for this?

P. M. A.

Blackpool.

IF the brakes have just been relined, chamfering the leading edges of the linings may stop the judder. Linings worn down to the rivets, or scored or oval drums, are other causes. Play in king pins, and in wishbone joints on modern i.f.s. cars, can make matters a good deal worse.

—and the Clutch, Too

What can I do to cure rather violent clutch judder which occurs every time I move off from rest?

A. L. R.

Cork, Eire.

THERE are several possible causes, and the trouble can be made more noticeable by auxiliary faults. Among the possibilities to check are an unevenly worn lining, a distorted clutch plate, and seizure of the clutch plate centre on the clutch shaft.

On some types of clutch there are cushioning springs in the clutch plate, which lie at right angles to the centre line of the car, and some of these may be broken. Faults in a flexible engine mounting can also cause trouble, and play in the transmission can make the judder effect worse.

● A stamped self-addressed envelope, or an international or Imperial reply coupon, must accompany queries, which should be kept separate from other communications. Technical, legal, sporting and general questions are dealt with, and should be addressed to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Queries should not be submitted which are the normal business of manufacturers' service departments

Unsteady Speedometer

My speedometer needle swings slowly back and forth over a range of about five or six m.p.h. The instrument itself is relatively new so I am wondering whether the fault can be in the drive?

Warwick.

E. H. H.

THE fault could be in the speedometer itself but it is likely to be wind-up in the cable caused by poor lubrication. To remedy this the cable should not be liberally oiled because the lubricant may find its way into, and damage, the speedometer. Remove the whole cable and take out the inner core; smear this with graphite grease and then reassemble.

Another possible cause of this fault is that the cable has too sharp a bend in it. If the speedometer head has recently been changed, perhaps the cable was refitted so that it lay in a different position from that used originally.

Removing the Ridge

When fitting new piston rings and the necessity arises to remove the ridge at the top of each cylinder bore, what procedure should be adopted?

J. M.

Leicester.

A BEARING scraper should be used to remove the ridge, but great care is necessary in its use. It is extremely easy to score the bore or, alternatively, make the cylinder slightly bell-mouthed, so be careful. If the bore does become bell-mouthed the effect may be improved in time by the formation of some carbon.

Static Deflection

I am puzzled on a suspension point. The designers of the Mercedes-Benz use a large static deflection, while the graph of the Fiat 1400 shows the main deflection to be within a small range. Why should two good suspensions be so different in this respect?

S. B.

Orpington, Kent.

A LARGE static deflection is required to obtain the desired frequency on a suspension system using a constant rate spring, as the frequency depends on this static deflection.

The position is different, however, with a progressive rate spring, such as on the Fiat 1400, as the frequency is governed by the rate at the particular load.



E. B. Kaye, who was the winner of the garaging test in the recent Huddersfield M.C. rally, is here seen hard pushed on a grassy slope in his A.40 Austin.

THE SPORT

by J. A. COOPER

THE vagaries of the British climate provided the early stages of the *Daily Telegraph* sponsored R.A.C. rally with far more variety and excitement than might have been expected at this time of year. But in these circumstances, the decision to abandon the Silverstone test is all the more remarkable and regrettable; in the weather conditions which prevailed at the time of arrival of the competitors at the track there would have been no danger to speak of—less, in fact, than would have been the case if it had been raining heavily.

VERY welcome indeed is the news that H.R.H. the Duke of Edinburgh, K.G., has accepted the position of President-in-Chief of the B.R.D.C. The Duke has always been interested in motor racing; he is a keen fast motorist himself, and attended the club's 21st birthday party in 1948, as well as the 1950 B.R.D.C. Silverstone meeting. This welcome Royal Patronage of the club is, of course, not new; the office of President-in-Chief was created for H.R.H. Prince George (later the Duke of Kent) in 1932, and he occupied it until his tragic death in a flying accident during the war years. Since then the office has remained vacant; its reoccupation in the club's Silver Jubilee year is most timely.

The Duke of Edinburgh has sent the following message to the British Racing Drivers' Club; it was read by Lord Howe to the assembly of members at the annual general meeting in London last Friday.

"It gives me much pleasure to accept the office of President-in-Chief of the British Racing Drivers' Club, especially as 1952 is the Silver Jubilee of this great organization.

"Now that you have taken over the management of Silverstone, I hope that it will receive the approval and support of the British motor industry, to whom such a circuit is a great asset in the proving of British cars for export.

"I wish the Club every success in the sport of motor racing, which has always been entertaining and enterprising, and may the Club long continue to further the prestige of British motor cars throughout the world.

(Signed) PHILIP."

A REMARKABLE state of affairs seems to have arisen in America, which I think could really happen only in that remarkable country. The governing body of motor racing over there is the American Automobile Association (the A.A.A., or "three As"), and there is only one major club interested in the sport of road racing as we know it, the Sports Car Club of America. This latter body has grown at a considerable speed in the last few years, and now possesses something in the region of 2,500 members, including almost all the better-known drivers in American road racing. That is all very well; the trouble seems to be that this club has now apparently developed an inflated sense of its own powers and importance.

Recently, its own races have been open only for its own members to participate in—closed meetings, in fact—and any attempt on the part of any other body to run open or international races has met with severe criticism. Nor has it stopped there; for the success of the international and A.A.A.-sanctioned 12-hour race at Sebring on March 15 was promptly threatened by the immediate promotion by the S.C.C.A. of another 12-hour race in the same area, at Vero Beach, one week earlier. Now this is frankly silly, if not childish; it is an attempt to enforce the principle of the closed shop on American road racing, and it would appear to be an open defiance of the authority of the A.A.A.

If the latter is in fact intended, it is quite on the cards that the chances of some of the American drivers concerned of competing in European events will be affected, as competition in an outlaw event not sanctioned by the national body should result in the automatic suspension of the international competition licence of any driver.

A lot of the trouble seems to have arisen from the old amateur versus professional argument that has done so much to spoil other big sports from time to time. Fortunately, in European motor racing this distinction is not made, and racing is the better for it; but in America—that land of democracy!—feeling runs high on the subject. It will be interesting to see the result of all this controversy; something must obviously be done to resolve it, and soon, before the whole world starts laughing and American road racing falls a victim to ridicule.

□ □ □ □

A SURPRISING event has occurred; the M.A.C. has been forced to cancel its Shelsley Walsh hill-climb, which should have taken place on April 26, because of lack of entries. This is the first time that this state of affairs has arisen in the history of the climb; the main reason for it must be that intending competitors did not realize that it was being held earlier this year than usual (it has previously been held in June), and did not get around to applying for entry forms until it was already too late. But rules are rules, and the M.A.C., having laid down in the regulations what was, perhaps, a rather early closing date for entries,

COMING SHORTLY

- APRIL 4.—Sunbæ. Nocturnal navigation, Lytleton Arms, near Hagley, Worcestershire, 9 p.m.
- 4.—Cornwall Vintage C.C. Monthly meeting, Chiverton Arms, Blackwater, Cornwall, from 8 p.m.
- 5.—Alvis O.C. (Midland Section). Annual dinner, Follydiate Hotel, near Bromsgrove, Worcestershire, 6.30 p.m.
- 5.—750 M.C. Night navigation frolic, King's Arms Hotel, Stokenchurch, Buckinghamshire, 9 p.m.
- 5.—Morgan 4-4 Club. Annual general meeting, Royal Hotel, Horsefair Street, Leicester, 5.30 p.m.
- 6.—Valentino G.P. Turin, Italy.
- 6.—Chester M.C. Bartley Trophy Trial, Kaye's Garage, Gwersyllt, near Wrexham, Denbighshire, 11 a.m.
- 6.—Horsham and D.M.C. and L.C.C. Spring Cup Trial, near Horsham, Sussex.
- 6.—B.A.R.C. (S.W. Centre). Speed hill-climb, Brunton, near Ludgershall, Wiltshire, 1 p.m.
- 6.—Bentley Owners' Club. Social evening, Swan Hotel, Sadler Street, Wells, Somerset, from 7 p.m.
- 7.—750 M.C. Meeting, Abbey Hotel, North Circular Road, Stonebridge Park, London, N.W.10, 7.30 p.m.
- 7.—Maidstone and Mid-Kent M.C. Film show and social evening, Swan Hotel, Charing, Kent.

- 11.—Fiat 500 Club. Annual rally and gymkhana, Dispersal Bay, Redhill aerodrome, Surrey, 11.30 a.m.
- 11-12.—M.C.C. Land's End Trial, starting from Plymouth, Stratford-on-Avon and Virginia Water.
- 12.—Bristol M.C. and L.C.C. Race meeting, Cattle Combe circuit, near Chippenham, Wiltshire, 1 p.m.
- 12.—Blackburn Welfare M.C. Brough Aerodrome Races, Yorkshire, 1 p.m.
- 12.—Lydstap hill-climb, Tenby, Pembrokeshire, 2 p.m.
- 12-14.—Scottish S.C.C. Highland Three Days Rally, Falkirk Ice Rink, Falkirk, Stirlingshire, 9.30 a.m.
- 12-15.—Ulster A.C. Circuit of Ireland Trial.
- 13.—Alvis O.C. (Midland Section). Cotswolds Rally, Evington Park Hotel, near Stratford-on-Avon, 2.15 p.m.
- 14.—Inter-Europe Cup Race, Italy.
- 14.—B.A.R.C. Race meeting, Goodwood, near Chichester, Sussex, 1.30 p.m.
- 14.—Hall-Lite C.C. Race meeting, Brands Hatch circuit, near Fawkham, Kent, 2 p.m.
- 14.—Australian G.P. Australia.
- 14.—Fau G.P. France.
- 14.—West Cornwall M.C. Trengwainton hill-climb.
- 14.—Half-Lite C.C. Dance, Greenway Country Club, West Malling, Kent, 8.30 p.m.

has reluctantly decided to cancel the whole event.

The main thing is not to let such a catastrophe happen again; therefore, will all interested persons please note that the autumn Shelsley also takes place a little earlier than usual, on August 30, to be precise? Make a note in your diary now!

THE Midland A.C.'s annual dinner, which was postponed owing to the death of the King, was held at the Grand Hotel, Birmingham, on Tuesday, March 25, when about 250 members and guests assembled under the chairmanship of Mr. C. R. M. Parr, who set a praiseworthy example of brevity in welcoming the guests. The Shelsley trophies were presented by A. G. B. Owen, O.B.E., who gave the latest news from Monza concerning the B.R.M. Apparently the road holding and suspension are now thoroughly satisfactory (on the authority of Stirling Moss) and Ken Wharton is also over there trying out its paces, while Fangio will arrive during April. It is intended to run the B.R.M. in as many events as possible.

Most of the silverware seemed to be collected by Sydney Allard, who received a great ovation and who described some of the secret history which lay behind this year's Monte, particularly as regards the luck which entered into navigation during the eliminating test.

WITH the blizzards, snow, occasional hailstones and sleet that visited England last weekend, it could rightly be said that the West Essex Car Club's Chelmsford Speed Trial at Boreham was cancelled through "natural causes." It will, however, be run next Sunday, April 6, when a large entry—of over 160—will compete. The Boreham circuit is near Chelmsford, Essex; the meeting will start at 10.30.

THE Scottish Motor Racing Club, in conjunction with the R.S.A.C., is holding a race meeting for 500 c.c. cars at Beveridge Park, Kirkcaldy, Fife, on Saturday, April 26. This will be run under a closed invitation permit, and it is hoped that many of the leading formula 3 drivers will take part; the circuit is an interesting genuine road course with a lap distance of 1.3 miles. Enquiries to the secretary, E. B. Gange, 34, Castle Street, Edinburgh.

CLUB NEWS

Cemian M.C.—Michael Day, driving a Ford V8 Pilot, won the social event run on March 23. Next competition date is April 27, when the Chiltern Cup Trial will start from Holspur, near Beaconsfield, at 2.15 p.m.

N. Devon M.C.—There will be three starting points—Taunton, Plymouth and Barnstaple—for the Ilfracombe Car Rally on May 24-25. Invited clubs: Bristol, M.G. (S.W.), West of England, Taunton, Exmoor, Vintage, Plymouth, West Hants and Dorset. (H. Bartlett, 41, Charles Street, Barnstaple, North Devon.)

Cornwall Vintage C.C.—The driving tests on May 4 at Davidstow aerodrome, near Camelford, Cornwall, have kept certain members of the club busy concocting weird and wonderful manoeuvres at which competitors will be able to test their skill. A noggin and natter will follow the event.

Fiat 500 Club.—All Fiat 500 drivers are invited to compete in the annual rally and

THE Lyons-Charbonnières Rally has been won, so to speak, by a home team. Organized by the Automobile Club du Rhône, it was a three-day event (March 28-30), with a course through the French Alps. The winning car was a Citroën, driven by the Frenchmen, M. Poudroux and M. Quincieu. Stirling Moss, who entered with, as co-driver, Gregor Grant, in his Jaguar XK120 coupé, came second in the over 3-litre category and 15th on general classification. The only other British competitor, Stephen Watson in an Aston Martin, finished in 25th place.

ALL those of you who intend to be present at Brands Hatch on Easter Monday, take note: the Half-Litre Club, as well as promoting the meeting, is promoting a buffet dance afterwards at the Greenway Country Club, West Malling—a little farther on down the Maidstone road. Dancing from 8 p.m. to 1 a.m., prize distribution 11.30 p.m. Tickets from the new secretary, Ken Carter, 100, Station Road, Sidcup, Kent.

IT seems that the career of Winfield aerodrome, near Berwick, as a racing circuit was short and sweet, for the three clubs who together formed the Winfield Joint Committee and were responsible for the organization of the racing there have now decided to transfer their allegiance to the aerodrome at Charterhall, about ten miles to the west of Winfield. Apparently the surface of the track at the new venue is in considerably better condition than that at the old, and two interesting circuits can be laid out on it, one of two miles and the other of 2.9 miles per lap.

Another new circuit which appears to be gradually approaching the bounds of possibility is that at Oulton Park, near Northwich, in Cheshire. The latest development there is that the scheme has now received the official blessing of the Cheshire County Council, on condition that racing should be restricted to five days per year and should not take place on Sundays.

THE Castrol-sponsored racing film, *European Motor Racing*, to which reference has already been made in this column, has proved so popular with club secretaries that every copy is now booked up for exhibition until the end of July. Bookings are now being accepted for next autumn and winter; apply to C. C. Wakefield and Co., Ltd., 46, Grosvenor Street, London, W.1.

gymkhana at Redhill Aerodrome on Friday, April 11. (J. A. James, 71, The Grampians, Western Gate, London, W.6.)

London M.C.—Entries for the Little Rally (April 19) close at midnight on April 12. This event will have a road section of approximately 199 miles, starting and finishing at the Royal Huts Hotel, Hindhead, Surrey, and taking competitors through the New Forest. Marks will not be lost for late arrival at route checks placed along the course, but at the official controls the times of arrival will be recorded. Despite a number of timed driving tests, this is not a stiff event, and is intended to provide a pleasant day for the family rather than keenly competitive motoring. (Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey.)

Aberdeen and D.M.C.—This club will hold its first race meeting of the season on May 25, at Crimond airfield. It is hoped

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CLUB NEWS

continued

that the programme will include races for saloon cars and motor cycles.

Rhyl and D.M.C.—With a 300-mile route starting from Rhyl and Chester, and a regularity test run on the Monte Carlo pattern, the North Wales Rally on April 19-20 should be an ambitious event. Regulations will be published shortly.

Hants and Berks M.C. and Bristol M.C. and L.C.C.—The title—"Versatility Trial"—does in itself help to explain what will be expected of cars and drivers in the event on April 26, starting from Castle Combe, Wiltshire. Versatility here means that sports and touring cars will be put through a timed test of three laps around the Castle Combe circuit at the beginning of the exercise, and will then cover a trials course, which will be non-chassis-breaking but still competitive. This section will cover about 60 miles. Tyre pressure will be set at the start, and passengers will not be allowed to "bounce," so the general effect on the hills promises to be well ordered if restrained. Invited clubs: Cheltenham, London, 750, Sunbair, Vintage, West Hants and Dorset. (Entries close April 19; D. C. Johns, 48, Reading Road, Woodley, Berkshire.)

Incorporated Auctioneers C.C.—This club has been recently formed, and is now one of those officially recognized by the R.A.C. Honorary secretary: W. G. Field, 7, Gayton Crescent, London, N.W.3.

Vintage S.C.C.—The annual Blubberhouses Trial (April 20) is being preceded this year by a rally and driving tests on the previous day. Thus all types of Vintage car will have a chance of some competition motoring within the same weekend, for the Bawtry Rally (April 19) will be organized on the lines of the Bisley and Madresfield events, being suitable for all comers, including family and everyday models, while the Blubberhouses Trial on the following day will not include any freak or chassis-breaking sections, but is more suited to sports cars.

Supplementary regulations have been published now for the Silverstone race meeting on May 3, which will include a one-hour high-speed trial for Vintage sports cars, in which there will be two compulsory pit stops. The remainder of the programme will be taken up with handicap and scratch races, of five and ten laps each, for Vintage sports, and historic racing, cars. (Entries close April 14; T. W. Carson, Mellah, Pack Lane, Kempshott, Basingstoke, Hampshire.)

IN BRIEF

Mr. R. Bartram has been appointed a director and manager of the tyre division of Tyresoles (East Midlands), Ltd., at Wellingborough, Northamptonshire. He joined Tyresoles, Ltd. as a representative in Essex in 1938.

The Standard Motor Co., Ltd. are opening new premises in Berkeley Square, London, for their London export division, as the present area used for this purpose at 37, Davies Street has long been inadequate. In addition to administrative offices, the building will include facilities for the reception of overseas visitors. Work is in progress on the site, and it is expected that the new premises will be opened before the end of the year.

Mr. R. T. Byford, A.C.I.S., has been appointed secretary of the Tyre Manufacturers' Conference, Ltd., and secretary of the tyre trade joint committee, in succession to the late Mr. W. B. Stokes.

Mr. Byford joined the T.M.C. on being demobilized in 1946.

Mr. A. R. Smith has been appointed India Tyre representative for Berkshire and South Oxfordshire in succession to Mr. A. McEwen, who has taken up a technical appointment at the factory. Mr. P. A. W. Goddard is now general representative in the Cambridge and Bedford area, and Mr. J. R. Steele in Shropshire.

Mr. C. L. P. Edmonds, export manager, and Mr. F. A. Bethell, service representative, of the Standard Motor Co., Ltd., have left England by air for a survey of markets extending from Karachi to Tokyo. Their journey will include visits to Pakistan, India, Burma, Thailand, Hong Kong, Japan, Singapore, Indonesia and Ceylon, and it will cover 20,855 miles. They hope to cover this distance in two months.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16273. 1927 Fiat Model 503B.
"N.E.W."—Hints and tips on maintenance and also a handbook.

No. 16274. Building a Special.
"H.B."—Details and snags to look for in building a Ford-engined sports car.

No. 16275. 1937 Talbot Ten.
"A.N."—Any helpful information; also a handbook.

No. 16276. 1939-40 11-litre Jaguar.
"A.F."—All possible details and a handbook.
No. 16277. 1932 12 h.p. Armstrong Siddeley.
"H.G.S."—General details and experience; also a handbook.

No. 16278. 1916 Lanchester Fourteen.
"W.R.V."—Any available information on the de luxe sports saloon; also a handbook.

No. 16279. 1933 Alvis Firefly.
"J.H.T.C."—All possible information and a handbook.

No. 16280. 1934 Wolseley Hornet.
"C.F.R."—Any available information and a handbook.

No. 16281. Fiat Four Engines.
"G.C."—Experiences with the Jowett Javelin, Tetra, and so on, particularly as to reliability, refinement, lubrication and weaknesses.

No. 16282. 1935 Hillman Minx.
"J.H."—All possible information on drop-head coupé model; also a handbook.

No. 16283. 1935 Riley Twelve Kestrel.
"M.W.G.F."—Main maintenance hints, all possible details and a workshop manual.

No. 16284. 1936 Austin Sixteen.
"A.C."—All available information and a handbook.

No. 16285. Handbooks Required.
"A.L.B."—1937 Lanchester Fourteen.
"W.P.C."—Vauxhall Velox service manual.
"G.H."—1934 Standard Nine.
"E.W.T."—1938 Vauxhall Ten; also spare parts list.

"N.T."—1937-38 Rover Sixteen.
"A.E.M."—1938 Lanchester Fourteen Roadster.

"L.G.H."—1937 Wolseley Fourteen.
"R.H.H."—1939-40 40 S-type 2-litre M.G.
"G.P.D."—1938 Rover Sixteen.
"L.W."—1936 Lanchester Ten.
"T.E.S."—1934 Morris Ten-Six.
"J.K.A."—1936 Austin Seven Ruby.
"R.H."—1928 0 h.p. Humber.



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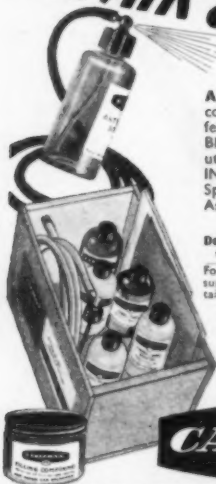


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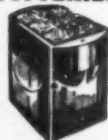
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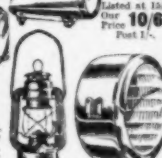
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14 h.p. Spts. Saloon, 1936, smart lines, runs very well.
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ARMSTRONG-SIDDELEY 25 h.p. Lim., '40, imm.
AUSTIN 16 Long-chassis York 7-str., '36, in leather.
AUSTIN 18 York 7-str., '35, occs. 5 new tyres.
AUSTIN 18 Chaffont Lim., '37, black box, lea. int.
AUSTIN 18 Iver Lim., '38, wide occs., div., recon. en.
AUSTIN 18 Iver Lim., '38, fthr., 1 private owner.
AUSTIN 18 Iver Lim., late 39, immac. cond., radio.
AUSTIN 18 Iver Lim., '39, £200 o'hauld to engs. etc.
AUSTIN 18 Iver Lim., '40, privately owned, '50 cond.
HUMBER 27 h.p. Lim., '36, fthr., f.f.o.a., good cond.
HUMBER 27 h.p. Lim., '38, heater, radio, re-uphol.
HUMBER 27 h.p. Lim., '40, wide occs., 1st cl. order.
BUICK Pullman Lim., '37, winding div., 1 fthr., htr.
BUICK Pman Lim., '39, strg.-col. str., 1 wealthy own.
DAIMLER 30 long-ch. 8-str. Lim., '35, sound order.
HILLMAN 21 7-str. Lim., '37, blk., re-uphol. as new.
CADILLAC V8 Lim., '37, superb order, mod. milge.
PACKARD Super 8 Lim., '38, radio, htr., new tyres.
PACKARD 8 Lim., '38, recon. eng. 200 m. only, sup.
PACKARD Super 8 Lim., '37, blk., re-uphol. as new.
PACKARD 8 Lim., '39, widest occ. str., 1 owner, std.

AUSTIN Every Model in stock from a 7 h.p.

14 h.p. Baby Lim., 1935, just a'hauld, over 40 m.p.h.
Big 7 4-dr. Saloon, 1936, 1 owner, moderate milage.
8 h.p. Spts. Saloon, 1939, genuine 1 owner, exceptional.
8 h.p. Saloon, 1940, same as 1947 model, full de luxe.
8 h.p. 4-dr. Saloon, 1940, dove-grey blk., good eng.
8 h.p. Spts. Saloon, 1942, civilian model, just recomdified.
8 h.p. Saloon, 1946, fitted heater, carefully driven.
8 h.p. Saloon, 1947, sparkling little motor, one owner.
8 h.p. Lichfield Lim., 1935, in extra good condition.
10 h.p. Sherbourne Lim., 1936, very attractive-looking.
10 h.p. Cambridge Lim., 1937, similar appearance '39.
10 h.p. Cambridge Lim., 1938, motor recond. engine.
10 h.p. Spts. Saloon, 1939, shabby interior, going very cheap.
10 h.p. Spts. Saloon, 1939, condition quite immaculate, extras.
10 h.p. Spts. Saloon, 1940, lift-up bonnet like post-war model.
10 h.p. Spts. Saloon, '47, real leather, seat covers, htr.
10 h.p. Spts. Saloon, '46, cellulose duff, very genuine bargain.
A40 Devon 4-dr. Saloon, 1950, immaculate in every detail.
10 h.p. Spts. Saloon, 1935, fine runner, ideal towing caravan.
10 h.p. Ascot Lim., 1937, smart mod. lines, new tyres.
10 h.p. Ascot Lim., 1938, engine recond. Feb. 1952.
10 h.p. Ascot Lim., 1938, radio, htr., discs, 1 owner.
10 h.p. Saloon, 1939, late-type, excellent condition.
10 h.p. Goodwood 5-str. Saloon, 1937, 1 private owner.
10 h.p. Saloon, late 39, £150 o'hauld by Austin agents.
10 h.p. Spts. Saloon, '46, heater, seat covers, small mileage.
A40 Atlantic D.H. Foursome Coupe, '50, elec. htr., etc.
A40 Spts. Saloon, Nov. '50, all extras, as brand new.
A125 Shoreline Lim., '50, 9,000 miles but looks less.

WOLSELEY A good selection well worth

inspecting.
8 h.p. 4-dr. Saloon, 1946, one of the best we have seen.
8 h.p. Saloon, 1936, very bright condition, new tyres.
8 h.p. Saloon, '39, same as '47 model, tip-top order.
14 h.p. Spts. Saloon, 1939, with 14 h.p. body, a desirable car.
14 h.p. Spts. Saloon, '36, rear boot, easy-clean wheels as 1939.
14 h.p. Spts. Saloon, 1936, recomdified at cost of over £150.
14 h.p. Spts. Saloon, 1938, very attractive body, just re-up.
14 h.p. Spts. Saloon, 1939, identical to '47, fitted heater etc.
14 h.p. Spts. Saloon, '38, eng. recond. by Burtonwood.
14 h.p. Spts. Saloon, 1939, 1 owner and in post-war cond.
14 h.p. Spts. Saloon, 1946, black brown, a really beautiful car.
14 h.p. Spts. Saloon, 1948, unused for 2 years, tiny mileage.
450 Spts. Saloon, '49, in maroon, almost impossible to fault.
600 Spts. Saloon, '50 (Nov.), indistinguishable from brand new.
600 Spts. Saloon, 1939, smooth powerful engine, new tyres.

AMERICAN Cars post-war models, for

BUICK Super 8 D.H. Foursome Cpe. '37 fast, pow'l.
BUICK 31 h.p. D.H. Cpe. '39, exclus. air bodywks.
BUICK Viceroy Lim., '39, strg.-col. gears, heater, etc.
BUICK Super 8 Lim., '39, chauffeur model since new.
BUICK Super 8 Lim., '40, looks & runs like £2,000 car.
CHEVROLET 4 Ls. 6-str. Saloon, '39, 1 wealthy owner.
CHRYSLER 20 Lim., '39, o' drive and all p.w. feats.
CHRYSLER 24 Lim., '39, also with o' drive, super 6.
DODGE Custom 8 Spts., 6-str. Saloon, '39, outstanding.
HUDSON 17 D.H. Foursome Cpe. '38, v. fast & econ.
PACKARD 30 h.p. 6-str. Saloon, '38, first-class order.
PACKARD 30 h.p. D.H. Foursome Cpe. '38, rec. o' htr.
PONTIAC Silver Streak D.H. Cpe., '37, eng. shod.
STUDEBAKER Dictator D.H. Cpe., fitted radio etc.

MORRIS A very fine selection of over 40

14 h.p. Tourer, 1936, very attractive condition indeed.
14 h.p. Spts. Saloon, 1935, Series I Mod., good little engine.
14 h.p. 4-door de Luxe Saloon, 1936, recon £60 o'hauld.
14 h.p. de Luxe Saloon, 1937, just reuproyed in maroon.
14 h.p. Spts. Saloon, 1938, easy-clean wheels, seat covers, etc.
14 h.p. 4-door Saloon, 1938, fitted Ace discs, radio.
14 h.p. Series E Saloon, 1939, genuine 1-owner car.
14 h.p. Series E Saloon, 1939, just fitted new engine.
14 h.p. Spts. Saloon, 1939, 4-door Model, brakes just relined.
14 h.p. 4-door Saloon, 1940, immaculate car, mod. mil.
14 h.p. Spts. Saloon, 1946, attractive dark green, overhauld.
14 h.p. Spts. Saloon, 1946, 4-door, 1 lady owner, many extras.
Minor Coupe 1949, tiny mileage, original tyres, etc.
Minor Saloon, 1950, late registered, as brand new.
10 h.p. 4-door Saloon, 1934, extensively overhauld.
10 h.p. Spts. Saloon, 1936, in most attractive order throughout.
10 h.p. Spts. Saloon, 1936, fair condition, a really cheap car.
10 h.p. Spts. Saloon, 1937, well maintained, dark blue finish.
10 h.p. Spts. Saloon, 1938, £60 overhauld of engine gearbox.
10 h.p. Spts. Saloon, 1938, 1 owner only, stored some years.
10 h.p. Series M Spts. Saloon, 1939, similar to post-war model.
10 h.p. Spts. Saloon, late 1939, tip-top condition throughout.
10 h.p. Spts. Saloon, 1940, fitted radio, heater, seat covers.
10 h.p. Spts. Saloon, '47, dark green, leather int., mod. milage.
10 h.p. Spts. Saloon, 1946, unblemished, 14,000 careful miles.
10 h.p. Spts. Saloon, 1936, major engine overhaul last month.
10 h.p. Spts. Saloon, 1937, 1 lady owner, local architect.
12 h.p. Spts. Saloon, 1938, very good engine, all new Dunlops.
Oxford Spts. Saloon, 1950, in maroon, radio, screen-wash.
10 h.p. 4-door Saloon, 1934, engine, gearbox, etc.
14 h.p. Spts. Saloon, 1938, privately owned, good condition.
25 h.p. Spts. Saloon, 1937 fine order, would make ideal taxi.

ROVER Finest selection of guaranteed used

10 h.p. 4-door Saloon, 1936, grey blue, sound condition.
10 h.p. Spts. Saloon, 1937, £60 overhauld to engine recently.
10 h.p. Spts. Saloon, late 39, looks and runs like 1947 model.
10 h.p. Spts. Saloon, 1940, two owners, original throughout.
12 h.p. Spts. Saloon, 1938, most desirable, recommended.
12 h.p. Spts. Saloon, 1939, immaculate cond., extras.
12 h.p. Spts. Saloon, 1939, late-type model, post-war features.
12 h.p. Sports Saloon, 1939, just overhauld by Rovers.
12 h.p. Spts. Saloon, 1946, practically unused since new.
12 h.p. Saloon, 1947, heater, seat covers, immaculate.
12 h.p. Spts. Saloon, 1936, much above average cond.
12 h.p. Spts. Saloon, 1936, exceptally fast.
14 h.p. de Luxe Saloon, 1936, much above average cond.
14 h.p. Spts. Saloon, 1937, fitted radio and o'hauld.
14 h.p. Spts. Saloon, 1938, specimen car, 1 owner only.
14 h.p. Spts. Saloon, 1938, fitted 5 new bonnet tyres.
14 h.p. Spts. Saloon, '47, 1939, black brown, tip-top order.
14 h.p. Spts. Saloon, de Lx., 1939, immaculate Rover-type fin.
14 h.p. Spts. Saloon, late 39, maintained by Rovers since new.
14 h.p. Spts. Saloon, 1940, in Rover garage, genuine 41,000 m.
14 h.p. Spts. Saloon, 1947, heater, radio, seat covers, superb.
14 h.p. Spts. Saloon, 1947, late property of technical engineer.
16 h.p. Spts. Saloon, 1937, engine just sleeved, not yet run in.
16 h.p. Spts. Saloon, 1938, immac. maroon, heater, etc.
16 h.p. Spts. Saloon, 1939, just refinished Rover green.
16 h.p. Spts. Saloon, 1948, literally unmarked, very low mil.
16 h.p. Spts. Saloon, late 1948, heater, seat covers, as new.
16 h.p. Spts. Saloon, 1949, black red, one of the best we have had.
P4 Spts. Saloon, could easily be mistaken for new car.
20 h.p. Spts. Saloon, '38, many special features and ext's.
20 h.p. D.H. Foursome Coupe, 1939, in post-war cond.

VAUXHALL Every car covered by our written

guarantees.
14 h.p. 4-door Saloon, 1938, very economical little motor.
14 h.p. Spts. Saloon, 1939, 2,000 miles only since eng. recond.
14 h.p. Spts. Saloon, 1939, in Rover garage, genuine 41,000 m.
14 h.p. Spts. Saloon, 1939, sparkling cond., mod. milage.
14 h.p. Spts. Saloon, 1939, much above average mech. order.
14 h.p. Spts. Saloon, 1937, popular DX Mod. mod. econome.
14 h.p. 2-str. Touring Lim., 1937, genuine 1 owner.
14 h.p. Spts. Saloon, '38, excellent bodywks. v. and runner.
14 h.p. Spts. Saloon, '39, J-type model, most desirable car.
14 h.p. Spts. Saloon, 1939, 1 private owner only since new.
Weyburn Spts. Saloon, 1950, leather int., radio, heater, as new.
14 h.p. Spts. Saloon, 1947, late property of Vauxhall employee.
14 h.p. Spts. Saloon, late 1948, practically impossible to fault.
Velox Spts. Saloon, '49, 12,000 miles, spare unused, heater, etc.
25 h.p. Spts. Saloon, 1939, privately owned, very nice engine.

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10 h.p. Spts. Saloon, 1939, eng. recond. eng. fitted 1951.
10 h.p. Spts. Saloon, '39, 1 owner since new, mod. mil ge.
10 h.p. Spts. Saloon, '39, fitted radio, loose seat covers.
10 h.p. D.H. Foursome Coupe, '39, immaculate mtr.
10 h.p. 4-str. Sports Saloon, '40, identical to 1947.
10 h.p. Spts. Saloon, 1940, superb order, 1 careful own.
10 h.p. Spts. Saloon, '38 9, tip-top eng., 3 new G.D. gears.
10 h.p. Spts. Saloon, 1948, silver-grey, immac. order.
14 h.p. 2-litre Spts. Saloon, '40, outstanding order.
14 h.p. 2-litre D.H. Foursome Cpe., '40, a lovely car.
80 D.H. Coupe (convertible), '40, all extras, as new.
10 h.p. Spts. Saloon, 1949, black brown, heater, etc., tiny mileage.
10 h.p. Spts. Saloon, 1950 (Nov.), 8,000 miles, but looks even less.

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14 h.p. Saloon, 1935, just fitted recomdified engine.
14 h.p. Saloon, 1936, respayed in green, fitted radio.
14 h.p. 4-door Saloon, 1936, engine just overhauld.
14 h.p. Popular Saloon, 1937, real leather upholstery.
14 h.p. Popular 4-door Saloon, 1937, stored 5 years.
14 h.p. new-type Saloon, 1938, smart mod. appearance.
14 h.p. Saloon, 1939, new engine and tyres last month.
14 h.p. Popular Saloon, 1937, real leather upholstery.
14 h.p. Anglia Saloon, 1947, 1 lady owner since new.
14 h.p. Anglia Saloon, 1949, much green leather interior.
14 h.p. Anglia Saloon, 1950, 8,000 very careful miles.
14 h.p. Saloon, 1935, recomdified engine last year.
10 h.p. Prefect Saloon, 1939, in outstanding condition.
10 h.p. D.H. Foursome Coupe, 1939, very scarce mod.
10 h.p. Prefect Saloon, 1940, 1 owner, moderate milage.
10 h.p. Prefect Saloon, '47 de Luxe leather, heater, etc.
10 h.p. Prefect Saloon, 1948, in green, 14,000 miles only.
10 h.p. Prefect Saloon, 1949, in leather, with radio etc.
10 h.p. Prefect Saloon, Nov. 1950, as new throughout.
22 h.p. V8 Saloon, 1937, just re-upholstered in leather.
10 h.p. V8 Saloon, 1937, privately owned, very nice order.
10 h.p. V8 Saloon, 1938, Mod. BIA attractive appearance.
10 h.p. V8 Saloon, 1939, Mod. BIA, fitted heater & radio.
10 h.p. V8 Saloon, 1940, steering-col. gears like p-war.
10 h.p. V8 Saloon, 1948 eng., £10 tax, a very cheap car.
10 h.p. Saloon, 1948, 1 owner since new, radio heater.
Pilot Saloon, 1950 Nov. registration, 900 miles only.

RILEY We can supply almost any model

over manufactured.
8 h.p. Spts. Saloon, 1930, sound runner, ready to drive away.
8 h.p. Kestrel Saloon, 1934, smart lines, manual box.
8 h.p. Kestrel Saloon, 1935, special-series engine, fast.
8 h.p. Monaco Saloon, 1936, 1 Riley enthusiast run.
8 h.p. Merlin Saloon, 1937, engine, immaculate new tyres.
11-litre 12 h.p. Kestrel Saloon, 1933, outstanding run.
11-litre Kestrel Saloon, 1934, dual carbs, manual gear.
11-litre Kestrel Saloon, 1937, fitted with Sprute engine.
11-litre Victor Saloon, 1938, structure like a tank.
11-litre Kestrel Saloon, 1938, very scarce model o' drive.
11-litre Adelphi Saloon, 1938, silver-grey, red leather.
11-litre Nuffield Saloon, 1939, engine bored and decked.
11-litre Nuffield Saloon, 1940, genuine modern mil ge.
11-litre Foursome D.H. Coupe, 1940, superb order.
11-litre Saloon, 1947, fitted radio, very low milage.
11-litre Saloon, 1949, cream red, 1 owner since new.
11-litre D.H. Foursome Cpe., 1947, unique specimen.
14 Kestrel Saloon, another scarce model, £120 o'hauld.
21-litre Saloon, 1947, distributor-maintained since new.

HILLMAN Popular-type cars for economical

10 h.p. Minx Saloon, 1936, dark blue, good little engine.
10 h.p. D.H. Foursome Coupe, 1936, new hood & tyres.
10 h.p. Saloon, 1937, 14 h.p. body, 14 h.p. engine.
10 h.p. de Lx. Saloon, 1938, rear boot, real leather int.
10 h.p. Minx Saloon, 1939, o'hauld in our workshops.
10 h.p. Minx Saloon, 1939, genuine 1-owner car, stored.
10 h.p. Minx Saloon, 1939, just reuproyed, under grey.
10 h.p. D.H. Foursome Coupe, 1939, exceptional cond.
10 h.p. Minx Saloon, 1946, recond. eng., done 2,000 m.
10 h.p. D.H. Foursome Coupe, 1947, 1 careful owner.
10 h.p. Phase II Minx Saloon, '48, immaculate dark grey.
10 h.p. Phase II Minx Saloon, '48, nylon seat covers, etc.
10 h.p. Phase II Minx Saloon, '48, fitted radio, heater.
Phase III Saloon, 1947, satin-bronze, immac. order.
Phase IV Saloon, late 1950, tiny mileage, radio, heater.

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from the many in our showrooms.
11-litre 12 h.p. Spts. Saloon, 1936, economical and fast.
11-litre 12 h.p. Spts. Saloon, 1937, engine just sleeved.
11-litre 14 h.p. D.H. Foursome Coupe, '36, new hood.
11-litre Spts. Saloon, 1939, black, brown leather discs.
11-litre Spts. Saloon, 1939, Jaguar green, recond. eng.
11-litre Spts. Saloon, 1939, fitted radio and all new tyres.
11-litre Spts. Saloon, 1939, recent £200 makers' o'hauld.
11-litre D.H. Foursome Coupe, 1939, 1 careful owner.
11-litre Spts. Saloon, 1939, similar to 1936, mod. mil.
11-litre special-equip. Saloon, 1940, identical to 1947.
11-litre Saloon, 1946, 19,000 miles, genuine 1 owner.
11-litre special equip. Saloon, 1946, grey, red leather.
11-litre special equip. Saloon, 1947, distributor maint'd.
11-litre Saloon, 1947, Jaguar green, radio, seat covers.
11-litre special equip. Saloon, 1948, fastidiously maint'd.
11-litre Spts. Saloon, 1937, engine just bored and all v'd.
11-litre D.H. Foursome Coupe, 1938, heater and fthr.
11-litre Spts. Saloon, 1939, good eng., int. shabby, cheap.
11-litre Spts. Saloon, '39, immaculate appear. ex, extras.
11-litre Comp. 100 2-str., outside exhaust, v. fast.
11-litre Spts. Saloon, 1939, specimen car, tip-top order.
11-litre D.H. Foursome Coupe, 1939, in 1950 cond.
11-litre Comp. 100 2-str., '39, £200 o'hauld, many ex.
11-litre Spts. Saloon, 1947, engine just decked, all new ex.
11-litre Spts. Saloon, 1947, late property of engineer, superb.
11-litre Spts. Saloon, 1947, H.M.V. radio, nylon seat covers.
11-litre Saloon, 1948, 15,000 miles, condition like new.
11-litre Mk. V Saloon, 1950, 1 owner, 10,000 miles.
11-litre Mk. V Saloon, '50, practically unused since new.

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1938 Austin Ruby saloon, cheap, for quick sale.—
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1939 Austin Big 7 saloon, black/blue leather,
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1939 Austin Big 7 saloon, 1939 recon, 180
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1936 Austin 10 saloon in really nice condition.
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269. (6073)
1939 Austin 7 saloon, in original and
sound condition throughout; another, 1931
saloon, £135.
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1939 Austin Big 7 saloon in first-class condition
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St., Moulton. Tel. 3532. (6236)
2655—Austin 7, 1938 model, Opel 2-seater, grey
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tion, terms, exchanges.—Rowland Smith, below.
1955—Austin 7, 1936, drop head cabriolet, grey,
leather upholstery, very good condition, terms,
exchanges; list, open 9-7 week-days and Saturdays.
Rowland Smith, Hampstead (Hampstead Tube).
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£275—1937 7hp Austin Ruby saloon, excellent
condition.—The Orion Eley Ltd., 107-9, Old
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2275—Most attractive little car, Austin 7,
2-seater coupe 1937, mileage 58,000 only,
original dark blue celonose black wings and brilliant
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Austin Seven Cars Wanted
ROWLAND SMITH, buyers—Hampstead—Ham-
stead High St. (Hampstead Tube). Ham. 6041.

AUSTIN EIGHT
GEOFFREY EDWARDS, Ltd., offer:—

1940 model Austin 8 de luxe 4-door saloon, sliding
roof, brown leather upholstery, unmarked
brilliant original condition, excellent chrome fit-
tings, just overhauled, entire car in most superb condi-
tion and virtually as new throughout, 3 months' written
guarantee, £425, blue purchase, part exchanges.
A. MENBURY Lane, Harpenden, Herts. Tel. 116. (6026)
CAR MART, Ltd.,
LONDON Distributors.
1947 Austin 8hp saloon, six months' guarantee;
£575.—Car Mart Ltd., Austin House, 297,
Euston Rd., N.W.1, Euston 1212. (6619)
ROUNDABOUT offer:
1946 Austin 8 4-door saloon, in first-class order
throughout; £585.
ROUNDABOUT GARAGES, Ltd., Western Ave.,
Greenford, Middlesex, W.10. (6118)
CYRIL SHEPPARD offers:—
1948 Austin 8 de luxe 4-door saloon, one owner,
low mileage, new tyres, spotless; £625.—
Cyril Sheppard, Shepherds Hill, Reading. (6698)
2545-6.
MONTROE MOTORS offer:—
1935 Austin 7 Ruby saloon; £195.
1938 Austin Big 7 4-door saloon; £295.
1939 Austin 8 saloon, 2-door; £345.
1939 Austin 8 4-door; £385.
MONTROE MOTORS (O. S. Dowell) 91-7, Empire
New Rd., Buckhurst Hill, Essex, Bus 117-2. (6436)

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 8 de luxe saloon, black with brown
upholstery, 18,000 miles. £275.
836—42, High Rd., N.12. Hillside 0084. (6053)
AUSTIN 8, 1946, tourer, excellent condition, new tyres,
£295.—34, St. James's Gardens, W.11. (6253)
£395—Austin 8 1939 2-dr. sal., cellulose as new,
carpet, leather interior, slide roof, many others.
BENMOTORS, 1 Clarendon Rd., Holland Park, Lon-
don, W.11. Park 5067-7. Open Mon. to Sat.
9-6. (Good Holland Park Tube.) (5879)
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tion on; £560.—Tel. Addiccombe 2094 exch-
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1946 Austin 8 black, taxed year, new tyres,
battery, 22,800 miles, perfect throughout.
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1949 registered Austin 8 4-door de luxe saloon,
reconditioned engine, perfect car; £375.
348, Kina St., Hammerhead, Riv. 2437-8. (6707)
1947 Austin 8hp de luxe saloon, black/brown
leather, radio, exceptional condition through-
out, any inspection, 3 months' guarantee. £625.
TRINITY CARS Ltd., 64, North Side, Wandsworth
Common, S.W.13. Vandike 1165. (6533)
CATERHOUSE, in excellent condition, new engine fitted;
£395.—Galehouse Motors, Ltd., Highgate Village, Lon-
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£465—1940 Austin 8 2-door saloon, black with
brown leather upholstery, very well main-
tained, in new condition, terms, exchanges. O. S. Hall,
142, 302 King's W.6. Riverside 241. (4978)
525—Austin 8 4-door de luxe saloon, in
reconditioned engine, immaculate; a bargain.
O. P. (Belham) Ltd., 25, Belham Hill, S.W.12. (6153)
495—Austin 8 April 1946, 4-door saloon,
1949 black leather, brown leather, chrome
good, excellent condition, terms, exchanges; list, open
9-7 week-days and Saturdays.—Rowland Smith, Ham-
stead (Hampstead Tube). Hampstead 6041. (6774)

Austin Eight Cars Wanted

**THE CAR MART, Ltd., London distributors, wish to
purchase Austin 8 cars—297, Euston Rd., N.W.1.
Euston 1212. (6093)
GEORGE NEWMAN & Co. have cash waiting for good
Austin 8 cars. Now is the time to sell to them at 369, Euston Rd.,
London, N.W.1 Euston 4466. (5574)
COWLAND SMITH'S, Austin buyers—Ham-
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A new post-war Austin 8 required.—Fortune, 5, Rine
Court, Kingston Hill, Surrey, Tulse Hill 1266 (day).
CASH buyers of low mileage Austin 8s, distance no
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CAMDEN MOTORS presently require good pre-
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Leighton Buzzard, Beds. Tel. 2041. (6353)**

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1947 Austin 10 saloon, finished in blue, brown
upholstery, carefully used by extremely
reputable owner and in magnificent condition throughout,
£585.
A. CRIS AUTOS, Ltd., 156, Streatham Hill, London,
S.W.16. Tel. Tulse Hill 1909. (6126)
B. W. HUNTER, Ltd., offer:
1947 Austin 10 saloon de luxe, very carefully
used, £725.
B. W. HUNTER, Ltd., 22, Cricklewood Broadway,
N.W.12. Tel. Gladstone 6303. (6428)
CLANFIELD LAWRENCE offer:—
1947 Austin 10 4-door saloon, black, brown, 31,000
miles only, reconditioned engine, specimen
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C.M.I. CAR SALES (Pri. 6623) offer:—
1946 Austin 10 saloon, black, second engine re-
sults fitted—deism Cottage, Finchley. (3574)
READ BROS. MOTORS, Ltd., offer:—
1937 Austin 10hp drop head saloon, perfect order.
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Christchurch Rd., Colliers Wood, S.W.19. Liberty
1064. (487)
1947 Austin 10 saloon, black; £660.
EXCHANGES.—"Lingwood" Upper Bassett Ave.,
Southampton. Tel. 68552. (5882)
WELL HALL ROAD GARAGE offer:—
1946 Austin 10hp, one owner completely re-
novated throughout, radio; £635.
WELL HALL ROAD GARAGE, Well Hall Rd., S.E.9.
£635—Austin 10 saloon, 1946, black, very nice.
STANLEY MOTORS, 103, Cricklewood Broadway,
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Auto, Euston 2700. (6777)
1936 Austin 10 saloon, in excellent mechanical
order throughout; £565.
J. VINE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch
End Hill, N.8. M. 441. (3937)
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excellent body condition; £695.
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Cricklewood Broadway, N.W.12. Gladstone 2234. (6234)
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£535.—M. J. Ladbrook, 1158, (6282)
1937 Austin 10 de luxe saloon, splendid condi-
tion throughout; £540.—Macaulay 1923. (5063)
1936 Austin 10 Sheraton 8-light de luxe saloon,
reconditioned, interior perfect; £235.
MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth
Common, Battersea 5575. (3515)
£275—Austin 10, 36 sal., pref. exch 6-12 d. 1944
coupe—7, Oxford Rd., Derbyshire, York. (654)
1946 Austin 10, black, brown interior, very good
condition throughout; taxed to December;
£595.
GARAGE SERVICE, 10, Hoop Lane, Colders Green,
N.W.11. Speedwell 5408. (6665)
1934 Austin 10 de luxe saloon, mechanically very
good, original paint work, a delightful car.
MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth
Common, Battersea 5575. (3518)
1946 Austin 10 saloon; £450.—Blue Star Garages,
144, 617, Finchley Rd., N.W.3. (6209)
2254-61. (March) Austin 10 cabriolet, in excellent con-
dition; £350.—436, King St., Hammerhead,
Riv. 2337-8. (6705)
1935 Austin 10hp tourer, excellent condition, 30,000
miles; £225; week-ends.—Walton-on-
Thames. (6129)
1947 Austin 10 de luxe saloon, one owner, immacu-
late; £675.—Broadway Motors, 67, High St.,
Hounslow. (6695)
1947 Austin 10 saloon, black, brown leather, im-
maculate; £695.—Lewton-Goodman, 85,
North Audley St., W.1. (6475)
1935 Austin 10 saloon de luxe, original paint
work, car in exceptional condition, 22,000
miles; £325.
MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth
Common, Battersea 5575. (3514)
1939 Austin 10hp saloon de luxe, beige, 4441
miles; 214, Haverstock Hill N.W.3. Primrose 4441. (2441)
1938 Austin 10, overhauled and reupholstered
perfect condition, £325.—Woodall &
Napier, Rushett Farm, Chesham, Surrey. (6591)
1947 (April) Austin 10 4-door saloon, in
excellent condition, brown leather, very good condition;
£645; exchange considered.—Turner, Palmers Green
17195.
1947 Austin 10hp de luxe saloon, black/brown
leather, one owner, kept in perfect condition,
very clean, any inspection invited, 3-month guarantee;
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TRINITY CARS Ltd., 64, North Side, Wandsworth
Common, S.W.13. Vandike 1165. (6504)

AUSTIN TEN

1940 model Austin 10 4-door saloon, one owner,
nice condition, £425.—Queens Road, Auton,
29 Queens Rd., Peckham S.E.1. (6424)
1947 (Jan.) Austin 10 de luxe saloon, black,
brown leather, reconditioned engine, Gaily
beater, excellent mechanical order, trade enquiries wel-
comed.
MOTORISTS (LONDON), Ltd., Great North Rd.,
East Finchley Station, N.2. Tulse 2301-2. (5658)
£435—1940 model Austin 10 de luxe saloon, fitted
radio, similar to post-war model, bargain—
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stead 6490. (5792)
1946 Austin 10 saloon, black with brown leather,
engine 5,000 miles—Oak's Motor, Ltd., Conduit St.,
Leicester. Tel. 60319. (4946)
1946 Austin 10 de luxe saloon, black, brown
leather upholstery, in immaculate condi-
tion, fitted radio, £665.—Northways Garage, Ewins Col-
lins, N.W.3. Primrose 1127. (6221)
595—Austin 10 1946, de luxe 4-door saloon,
black, slide head, brown leather, carefully
used, excellent condition, terms, exchanges; list, open
9-7 week-days and Saturdays.—Rowland Smith, Ham-
stead (Hampstead Tube). Hampstead 6041. (6745)
£425—Austin 10 Camarous de luxe saloon,
August, 1937, model but only one owner
since 1936, who has lavished every possible care and
attention on this vehicle, excellent condition through-
out, mechanically excellent and will pass any search-
ing examination, 3 months' guarantee, blue purchase,
exchanges.
L. LAMB OF WOOD GREEN, Finchley Showrooms, 421,
High Rd., Finchley, N.12. 6821. (3717)
Austin Ten Cars Wanted

**THE CAR MART, Ltd., London distributors, wish to
purchase Austin 10 cars—297, Euston Rd., N.W.1.
Euston 1212. (6093)
COWLAND SMITH'S, Austin buyers—Hampstead
High St. (Hampstead Tube). Hampstead 6041. (6093)
1946-7 Austin 10 de luxe saloon.**

H. A. SAUNDERS, Ltd., Castle St., Worcester. Tel.
2556. (6036)
GEORGE NEWMAN & Co. have cash waiting for good
Austin 10 cars.
Now is the time to sell to them at 369, Euston Rd.,
London, N.W.1, Euston 4466. (5575)
A new post-war Austin 10 required.—23, Broadwater
Court, W.6. Tulse Hill 1266 (day). (6724)
REQUIRED urgently, 1937/9 Austin 10 saloon—19,
Blum Rd., South Croydon, Croydon 0074. (6222)
CASH buyers of low mileage Austin 10s, distance
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2368.
WANTED, 1939 Austin 10 saloon appearance im-
maculate, if sound—144, Cholden Way, Coulsdon,
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AUSTIN A40

A. CRIS offer:—
1950 Austin A40, finished in dove grey, blue upho-
lstery, radio, heater, scarcely used by ex-
tremely careful owner, magnificent condition through-
out, indistinguishable from brand new; £1,050.
A. CRIS AUTOS, Ltd., 156, Streatham Hill, London,
S.W.16. Tel. Tulse Hill 1909. (4973)
CAR MART, Ltd.,
LONDON Distributors.

1950 Austin A40 saloon, heater, 9,000 miles;
£1,140.—Car Mart Ltd., Austin House, 297,
Euston Rd., N.W.1 Euston 1212. (6619)
CYRIL SHEPPARD offers:—

1949 Austin A40 de luxe saloon, one owner, low
mileage, radio, heater, green/beige, ap-
prox. guaranteed, £945.—Cyril Sheppard, Shepherds Hill,
Reading. (6698)
2545-6.
J. HUNTER, Ltd., offer:—

1949 Austin A40 saloon, engineer maintained,
superior condition; £945.
J. HUNTER, Ltd., 22, Cricklewood Broadway,
N.W.12. Tel. Gladstone 6303. (6468)
H. A. SAUNDERS, Ltd., offer:—

1949 Austin A40 saloon, green with beige up-
holstery, radio and heater, 11,000 miles; £975.
1950 Austin A40 saloon, grey with blue interior,
radio, heater, etc., 12,000 miles; £1,050.
836—442, High Rd., N.12. Hillside 0084. (6050)
WARWICK WRIGHT, Ltd., offer:—

1949 Austin A40 saloon, beige/tawn leather, 6,000
miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
Mayfair 9761. (5708)
D. J. SHEPPARD offer:—

1950 Austin A40 colour grey, fitted radio and
beater, mileage 2,000, miles, in excellent
condition, £1,150.
D. J. SHEPPARD, offer:—

1949 Austin A40, colour beige, in new condition
throughout; £995.
MAYFAIR CARRIAGE CO., Ltd. The Hyde, Edgware
Rd., N.W.9. Col. 1962. (5420)
1950 Austin A40 saloon, black with beige upho-
lstery, 15,000 miles; £995.
C. WIMBORNE, 311, East Court Rd., S.W.5.
F. Reman 401. (5586)
1950 June Austin A40 9,000 miles.—Ernest
Euston Rd., Regate 4 (trade only). (6708)
1949 Devon, green, excellent condition; £975.
Hendon Central Garage, Hendon 1843. (6162)

1949 Austin A40 saloon, lawn—G. A. Pejo, Ltd.,
22, North Audley St., W.1. Mayfair 9761. (5417)
1950 Austin A40 Devon saloon, mileage 14,000,
beater, etc.; £795.—Lawton-Goodman, 85,
North Audley St., W.1. (6774)

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Austin Miscellaneous Cars Wanted
 FRICKLEY car dealers are interested in the purchase of post-war Austin cars in first-class condition.—Holland Park Ave (next door to Underground).
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Austin Spares and Service
 NORMAND, Ltd.
 HAVE your car serviced by the experts.
 SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St. W.6. Riv. 3665.
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 LONDON distributors, spare parts for all model cars, and trucks.

THE CAR MART, Ltd. Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6717).

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 64. 10305

FRICKLEY'S HOLLAND PARK (next door to Underground) for Austin Service. Tel. Park 5077. 15504

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BROCKHURST GARAGE.—Harrow agents for Austin, sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow, W.3, Middlesex. Tel. Grimdeley 561. 10205

WEST LONDON.—Rogers Garage, repairs and service; stockists, New address: Wellesley Ave., Pottersdown Rd., W.6. Riverside 2644-5. Old and new friends welcome. 15415

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AUSTIN spares and vehicle parts, new and replacement units from the largest stock in South London. Free delivery throughout the London area.—Wimborne Motor Works, Ltd., 29, High St., S.W.19. Wtm. 0123. 10414

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BENTLEY (3½- & 4½-litre)

P. B. LTD.

1934 3½-litre Bentley Park Ward sports saloon, black and grey, with grey leather upholstery.

1934 3½-litre Bentley Park Ward sports saloon, all black with blue leather upholstery.

1934 3½-litre Bentley Park Ward sports saloon, all silver with green leather upholstery.

1934 3½-litre Bentley H. J. Mulliner sports saloon, all black with grey leather upholstery.

ALL cars in superb order throughout.

PADDON BROS., Ltd., 60, Cheval Place, S.W.7. Ken. 9477. 19354

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1934 Vanden Plas open tourer on Bentley 3½-litre chassis, painted Cambridge blue, excellent chassis history, owner requires offers.

H. A. FOX & Co., Ltd., 3-5, Burlington Gdns., Old Bond St., London. Riv. 7637.

FOX.

RIPFON.

RIPFON.

RIPFON BROS., Ltd.

THE Leading Northern Bentley Distributors

1950 Mark VI standard steel saloon, Tudor grey with maroon leather.

1949 Mark VI standard steel saloon, Tudor grey with grey leather.

1949 Mark VI James Young 2-door, olive green with beige leather.

1948 Mark VI standard steel saloon, black with brown leather.

1948 (Sept.) Mark VI standard steel saloon, black with brown leather, wheel spats and chrome waist band.

1947 Mark VI standard steel saloon (Nov.), black with blue leather.

1940 4½-litre Bentley overdrive, Thrupp & Maberly 4-door saloon, black with beige leather.

1934 4½-litre Bentley Park Ward sports saloon, black with blue leather.

PHONE, call or write for further particulars; demonstrations without obligation.

RIPFON BROS., Ltd., Huddersfield 6540 (5 lines); also at Bradford, Leeds and Sheffield. 10098

BROOKLANDS.

1949 (Dec.) Bentley Mark VI Park Ward drop head coupe, grey, electrically operated hood.

BUY or sell your car at

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CYRIL SHEPPARD offers—

1939 Bentley 4½-litre Park Ward 4-door sports saloon, exc. disc, maroon, black, fine chassis, spotless. £2,400.—Cyril Sheppard, Shepherds Hill Reading. Binning 2345. 6.

4½-litre Bentley 4-door saloon by Park Ward, engine relieved, many extras, a really exceptional car, any trial or examination. 6122

RUSSELL MOTORS offers—

1935 3½-litre Bentley 4-door saloon by Park Ward, engine relieved, many extras, a really exceptional car, any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9268. 6122

R. C. MORTLAKE offers—

1934 3½ Park Ward sports saloon, £1,095; below:

1936 4½ Park Ward steel saloon; £1,495.

1937 4½ Park Ward drop head coupe; £1,795.—R. C. Mortlake, 255, Kensal Rd., W.10. Ladbroke 3155; after 6.30 Arnold 4604. 15448

1934 Park Ward saloon.

1934 Park Ward d/h coupe.

1935 Freestone & Webb saloon.

N. S. BROCKLEBANK, 9, Weymouth St., W.1. Lan. 5126. 14011

CYRIL SHEPPARD offers—

1949 (May) Bentley S.S. saloon, one owner, 35,000 miles, radio, heater, immaculate throughout.—Cyril Sheppard, Shepherds Hill, Reading. Binning 2345. 6.

1949 Bentley 4½-litre Park Ward 4-door sports saloon, exc. disc, maroon, black, fine chassis, spotless. £2,400.—Cyril Sheppard, Shepherds Hill Reading. Binning 2345. 6.

BENTLEY (3½- & 4½-litre)

H. R. OWEN, Ltd.,

17, Berkeley St.,

GREAT Britain's leading specialists in Rolls-Royce and Bentley cars

and members of the Swain Group.

A NATIONAL motoring organisation.

1950 Bentley 4½-litre Mark VI standard steel saloon by Bentley in black, upholstered brown hide, fitted compacts, etc., in showroom condition throughout. Ref. H1557.

1950 Bentley 4½-litre Mark VI standard steel saloon by Bentley in green, upholstered beige hide, fitted compacts, etc., in lovely condition throughout. Ref. H1584.

1949 Bentley 4½-litre Mark VI standard steel saloon by Bentley in black, upholstered grey hide, picnic tables, compacts, etc., in showroom condition. Ref. H1593.

1948 Bentley 4½-litre Mark VI d.h. coupe by Hooper & Co. in black with brown leather, chrome luggage grid to rear, bumpers with over-riders 1 and 2, a beautiful car, in excellent condition. Ref. H1594.

ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase.—Please write or phone for details to—

H. R. OWEN, Ltd.,

17, Berkeley St.,

LONDON, W.1.

TEL. Mayfair 9060. 16036

SWANMORE GARAGE,

BOSCOMBE,

Bournemouth.

BENTLEY and Rolls-Royce Specialists.

9 exclusive Bentley cars, 1935 to 1948.

9 exclusive Rolls-Royce cars, £300-£3,900.

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1176—1180, Christchurch Rd.,

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PHONE: Southbourne 1022.

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OFFICIAL Bentley and Rolls-Royce retailers.

OFFER:

1950 Bentley Mk. VI standard saloon with division, black with beige thr.

1949 Bentley Mark VI standard saloon, black with maroon hide.

1949 Bentley Mk. VI power-operated coupe by Park Ward, green with green thr.

1948 Bentley Mk. VI standard saloon, grey with grey thr.

1947 Bentley Mk. VI special 2-door saloon by H. J. Mulliner, grey with brown thr.

1939 Bentley 4½-litre high vision saloon by H. J. Mulliner, black with off-white thr.

1934 Bentley 5½-litre 2-seater sports, black with beige leather.

DELIVERY of new and used cars quoted on application.

AUDLEY House.

NORTH Audley St., W.1.

MAYFAIR 5242. 6710

TOM GARNER, Ltd. offer—

1949 Bentley 4½-litre Mark VI standard steel saloon, black, with beige leather, 6,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 3265-6-7. 55973

SELBORNE (MAYFAIR) Ltd.

1938 4½ exceptionally attractive coupe by Vanden Plas; £1,695.

82, Park St., W.1. 14947

RUSSELL MOTORS offer—

1935 3½-litre Bentley 4-door saloon by Park Ward, engine relieved, many extras, a really exceptional car, any trial or examination.

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BENTLEY (3½- & 4½-litre)

J. B. JACK BARCLAY, Ltd.,

LARGEST official retailers of Bentley and Rolls-Royce, stock list of used models on request to

12-13, St. George St., Haverley Sq., London, W.1.

J. B. BARCLAY, Ltd., 10067

MASCOT MOTORS, Ltd. offer—

1935 3½-litre Rippon sports saloon; £1,025.

1934 3½-litre Thrupp sports saloon; £1,025.

MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. 14376

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Bentley cars.

1947 Mark VI Bentley 2-door fourseater drop head coupe by Windover, colour two-tone, grey with red leather upholstery, fitted with heater, 5700 windscreen washer and special luggage carrier, car in excellent condition throughout, speedometer reading 58,363 miles.

3½-litre Bentley with Vanden Plas all-weather touring body and sliding windows, colour cream and blue, speedometer reading 67,822 miles, in exceptional condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). 16145

BROWN & PORTER Ltd., distributors.

1939 4½-litre (4-door high-vision) saloon by Mulliner, o. drive, heater, radio, unscratched, must be seen; £2,750.—Cuisseaux, 8 W.15 (by Hammer Smith Bridge). Riv. 4444.

M. KINNON MOTORS, Ltd. offer—

1938 (March) Bentley 4½-litre Thrupp & Maberly semi-ran-edge 4-door saloon, just arrived from coachbuilders, having been completely reupholstered inside bright hide with carpets and reed to tone, cellulosed black, excellent chassis and performance, new India tyres, trade enquiries welcomed.

M. KINNON MOTORS, Ltd., Leatham House, 3, Stafford Rd., Wallington, Surrey. Established 1901. Tel. Wallington 5070. 15377

H. M. BENTLEY & PARTNERS, Ltd.

1948 4½-litre Mark VI standard steel saloon, finished in black with beige hide interior, mileage 19,000 only, £3,975.

1936 in grey with blue hide interior, mileage 18,000 excellent history, £1,855.

9, Altemarc St., London, W.1. Tel. Grosvenor 5551. 16819

MANN EGERTON & Co., Ltd. offer—

1950 Bentley Mk. VI steel saloon, dual grey, 17,000 miles; £4,900.

1949 Bentley Mk. VI drop head coupe by Park Ward, grey, 11,000 miles; £4,950.

14, Berkeley St., London, W.1. Regent 2073. 16491

LARGE stock of 3½-4½ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). 10096

COOMBS & SONS (GUILDFORD), Ltd. offer—

1939 Bentley 4½-litre (overdrive) Park Ward semi-ran-edge saloon, 500 miles since 6700 overhaul, £3,450.

1938 Bentley 4½-litre Park Ward saloon, disc, radio, etc., repaired; £2,450.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford GU2 0A-9. 16607

BENTLEY Mark VI standard steel saloon, 1948 model, many extras; £4,500.

AMBER ROSS & SONS (MOTORS), Ltd., Lochrin, Edinburgh. 16841

1949 Bentley Mark VI, 31,000 miles, magnificent condition; £3,955.—Below:

1949 Bentley 4½-litre 2-door sports saloon, Barker, genuine 46,000 miles, just repainted, most attractive two-tone; disc, bumpers, lovely condition; £1,695.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015.

CHARLES POLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer—

£3350—Bentley Mk. VI 1947 (June) Standard steel saloon, metallic grey, over leather, 59,000 miles, outstanding condition throughout.

W. E. can also offer from stock several other late models.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Burnside Yard, off Elgin Ave., W.5. Cunningham 5936-5. 16226

BARTLETT—Bentley 1937 4½ James Young saloon; £1,375.—27a, Pembridge Villas, W.11. 16217

1949 Bentley Mark VI 4-door saloon, black beige, serviced by makers since new, a specimen car; £3,700.

A. FREEMAN, Ltd., Grosvenor Garage, Burnside Yard, W.5. Cunningham 5936-5. 16207

1934 Bentley 3½-litre sports saloon, ivory and black.—C. A. Peto Ltd., 42, North Ave., St. W.1. Mayfair 8051.

1950 Bentley Mark VI standard saloon, low mileage, 48,000 miles; £5,100.—Hendon Central Garage, Hendon 1423-4.

1949 Bentley Mark VI all-steel 4-door sports saloon, low mileage; for immediate delivery.—For full particulars apply to:

GROSE Ltd., Northampton. Tel. Northampton 4540. 16499

3½-litre Bentley fourseater coupe, very pretty body, 32 H.M.V. radio and heater, first registered 23.10.1935, photograph on request; £1,175.

2½-litre Rolls-Royce 4-door saloon, 2-door, by 32 Park Ward, registered 6/11/1935; £1,175.

W. WOODS MOTORS, Ltd., Grove St., Garage, Doncaster. Yorks. Tel. 49360. 16421

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SIMPSON'S MOTORS offer—

1949 Buick 51 Super de luxe, radio, heater, white-wall tires.
1948 model Buick 51 Super, registered 1947, r.h.d., fitted with console.
1948 Buick convertible, electrically operated throughout, heater and seat covers.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Tel. Wembley 9691 5903. (6109)

1939 Buick, 40,000 miles, 1605—Clayton's Cars (London & E.). 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (6092)

1938 Buick Viceroy saloon, completely reconditioned throughout, restored and retrimmed, 6435 or on very easy hire purchase terms.
KING'S AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 5526 and 5527. Open week-days 9 a.m. to 7.30 p.m. (15636)

1939 Buick Century drop head coupe, 39,000 miles, excellent condition. 4745—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. (15743)

1937 Buick Viceroy saloon, maroon leather, radio, beautiful condition, any inspection. 2555, exchangers—52, Salisbury Rd., Lancaster. Tel. 4746. (16575)

1937 Buick Viceroy saloon, black, in excellent condition throughout, any trial, bargain. 6425, Wembley Motor Cars, High Rd., Wembley. Arnold 5221-2. (16793)

1938 Buick Viceroy saloon, original condition, one owner, genuine low mileage, taxed. 2590, 111, Dove, Dulwich, S.E.15. Addiscombe Rd., Addiscombe 5066. (16166)

1935 Buick 7-seater enclosed drive limousine with side windows, in post-war condition, very little used, 2 spares, opportunity—A.E. Motors, Palmerston Rd., W.6. Tel. 4723. (12255)

BUICK 1931 model Super 51 convertible, 6,000 miles, electrically operated hood and windows, heater, radio, demister, etc., green with green leather interior, one of the few of these cars for sale in the country and a virtually as new.

BUICK Super 51-hand drive 4-door saloon, November 1946, recorded mileage 27,000 odd, black cellulose, grey interior with side windows, heater, etc., in immaculate condition throughout. 61,675, Kensington, Tel. Western 4795. (16112)

METCALFE & MUNDY, Adam & Eve Mess, Kensington, Tel. Western 4795. (16112)

LIPOUSINE, 1937, partition, forward occasional, certified mechanically, exceptional carriages, black, frangible coat.

ALP & SAUNDERS (100 Limousines) Providence Court, North Audley Street, Mayfair-2941. (16072)

SIMPSON'S MOTORS (WEMBLEY), Ltd. require Buicks (1937 onwards)—Wembley 9691 5903 (10964)

SEATERS privately owned Limousines required, cash purchase used Buick models—Showrooms: Buick House, Albemarle St., London, W.1. Rent 7121 (10504)

CAMDEN MOTORS urgently require good pre- and post-war Buicks—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041. (10462)

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Cadillac models—Showrooms: Buick House, Albemarle St., London, W.1. Rent 7121 (10054)

BUICK sales and service—Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. 7911. (10141)

Cadillac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd. require Cadillacs (1937 onwards)—Wembley 9691 5903 (10965)

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Cadillac models—Showrooms: Buick House, Albemarle St., London, W.1. Rent 7121 (10054)

Cadillac Sales and Service
CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Ekar 7911. (10012)

CHEVROLET
SIMPSON'S MOTORS offer—

1949 Chevrolet 2-door full de luxe saloon, R.H.D., 20,000 miles.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Tel. Wembley 9691 5903. (6110)

BRITISH & COLONIAL MOTORS offer—
1949 Chevrolet 4-door Styleline saloon, R.H.D., 20,000 miles.
1946-47 Chevrolet 4-door Fleetmaster saloon, R.H.D. 210 tax, 25,000 miles.
CHOICE of several Chevrolets usually in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), Upper St. Martin's Lane, W.C.2. Tel. 2041. (16037)

JOE THOMPSON (MOTORS), Ltd. offer—
CURRENT model "Power Glide" brand new Chevrolet convertible coupe, colour black, interior red leather upholstery.
JOE THOMPSON (MOTORS), Ltd. 97, Fulham Rd., South Kensington (next to Michelins). Ken. 3056. (16114)

8000 miles.—1950 Chevrolet de luxe saloon, l.h.d., unmarked.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mkt. 3029. (16114)

CHEVROLET, 1949, 16,000 miles, 4-door saloon; £1,525.—Bells Service Garages, 29, Roehampton Vale, Putney, S.W.15. Putney 3029. (16114)

DECEMBER 1950 Chevrolet de luxe, r.h.d. 7,000 miles, immaculate condition; also another 1950 model.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557 6970. (15936)

Chevrolet Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd. require Chevrolets (1937 onwards)—Wembley 9691 5903. (10966)

BRITISH & COLONIAL MOTORS, Ltd. distribute Buicks for London and Home Counties require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Tel. 2041. (16037)

Chevrolet Spares and Service
CHEVROLET spares and repairs for private vehicles; distributors for London & Home Counties—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 2041. (16037)

SIMPSON'S MOTORS offer—

1949 Chrysler de luxe with extras.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Tel. Wembley 9691 5903. (6110)

CHRYSLER saloon 34hp, 1936, one owner, chauffeur driven, very good hire car, excellent condition. £245.—The Colindale, Russell Sq., W.C.1. Tel. 2635 6195. (14787)

1951 Chrysler Plymouth 4-door saloon, 5,000 miles, Sydney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557 6970. (16174)

1938 Chrysler Imperial d.h. coupe, property company director, reasonable offer accepted for this outstanding car open to A.A. or other expert examination, fitted Masterfader, 12v lighting, l.f.s., free wheel and over-drive providing very high-grade road performance with economy; licensed to December.—Box 697, Maxwell Smithells & Partners, Advertising Agents, 45, Hope St., Glasgow, C.2. (5914)

1939 Chrysler 24hp 6-cylinder drop head coupe, with capacious bonnet, considered to carry two persons, this car is in superb condition and has had one wealthy and particular owner for a number of years, and has cost £200 in the last 12 months, most beautiful refinished black and chrome with fawn hood and brown interior and new carpets, also fitted with steering column gear change, also fitted large type flat-ray padlock, this model is also fitted with the hydraulic operated hood mechanism, all tyres excellent, the spare has never been used, the performance is fine, the will cruise at 70 mph indefinitely and will average 22mpg at normal speeds, taxed and delivered free, 4475; terms and exchanges—Maidstone Eng. Co., Cruse St., Fendleton, Manchester, 6. Pen. 3457. (16414)

Chrysler Cars Wanted
AUTO SALES (LONDON), Ltd. require Chrysler distributors, will purchase all types of Chrysler vehicles.—59-65, Belisle Rd., Swiss Cottage, N.W.6. Mkt. 5555 2155. (10495)

CHRYSLER Specials, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. (10495)

CAMDEN MOTORS urgently require good pre- and post-war Chevrolets—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041. (10462)

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belisle Rd., N.W.6. Mkt. 5555 2155. (10495)

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JOHN S. TRUSCOTT, Ltd. for Citroen.

PRESENT stock includes several post-war Light 15s; also—
1950 6-cyl saloon, black, red leather, 11,000 miles, extras include radio, floor covers, floor mats, Caldwell engine heater, etc., superb condition throughout.
ONLY first-class examples are offered; full details on request.
EXCHANGES, deferred terms.

SKILLED Citroen service and spares.
173 Westbourne Grove, W.11. Bay. 4274. (5115)

OCT. 1948 Citroen L.15 saloon, maroon; 2925.
JULY 1947 Citroen L.15 saloon, beige; 2975.

EXCHANGES—Lingwood, Upper Bassett Ave., Southampton, Tel. 68851. (5018)

WORKING MOTOR CO., Ltd. for Citroen saloon, spare service—Tel. Wokingham 1763. (15918)

1948 Citroen L.15, V.G.C. sale/exchange good smaller h.p.—Rou. 9215 evenings. (6849)

MAYFAIR COUNTRY CARS—Citroen Light 15 (June 1947), black with brown hide; 2775. 15

MAYFAIR COUNTRY CARS—Citroen Light 15 (May 1947), grey with fawn leather; 2775. 15

MAYFAIR COUNTRY CARS—Citroen Light 15 (December 1946) (1947 model), black with red leather; 2750. 15

MAYFAIR COUNTRY CARS—All the above cars have fitted heaters and sunshine roofs; any made of car taken in part exchange, deferred terms.

MAYFAIR COUNTRY CARS—Citroen Light 15 (December 1946) (1947 model), black with red leather; 2750. 15

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Citroën Cars Wanted
1950 Citroën wanted; please give particulars and price.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, Tel. 2874. (1949)
H. W. MOTORS, Ltd., always require first-class Citroën. Tel. Walton-on-Thames 763 and 1437.
JOHN A. TRUSCOTT, Ltd., urgently require 1949 well-kept Citroën. 175, Westbourne Grove, W.11, Bay 47/4.
YAMDEN MOTORS urgently require good pre- and post-war Citroën. Camden Motors, Lake St., Leighton Buzzard, Beds., Tel. 2041. (1949)

Citroën Spares and Service
SOUTH of the Thames.

SALES of Croydon. Distributors and specialists for over 25 years. Tel. Croydon 3131-2. (1947)
RING your used cars to the Citroën specialists; we will recondition as new.
THE HEADINGLEY MOTOR & ENG. CO., Ltd., 8, Otley Rd., Leeds. Tel. 53627-8. "Grams" Trust.

WIDOMBE GARAGES, Ltd., Putney Rd., Brixton, S.W.15. Citroën parts, reconditioned drive shafts, 48-hr. service. (1949)

SHRIMPTON'S MOTORS, Ltd., London Distributors. Read office and showrooms—242-244, Brompton Rd., S.W.2. Kensington 9464.

SPARIS and service, 247, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490.

PASCALL GUILDFORD, Ltd., sole distributors for West Surrey; spares and specialist service—Central Buildings, North St., Guildford. Tel. 2274-4.

WOODFORD & MARRIOTT, Essex Distributors. Citroën cars; sales service and reconditioning—Woodford New Rd., Woodford Green, Essex. Barchurst 10300.

CITROËN—We are distributors for N.W. Kent and specialists in reconditioning these cars; front end assemblies fitted to stock—Barnhurst Garage, Ltd., Bechtelham 725.

POWERS ROAD GARAGE & ENGINEERING CO., Ltd., 8, Bowes Rd., N.11 (Bow 2284), specialists in Citroën body repairs and mechanical overhaul, aerials, fully reconditioned 48-hr., all spares stocked. (1949)

CORD
1939 Cord 4-seater d.h. coupe, exceptionally fine example—Swanmore Garage, 1176-1110, Christchurch Rd., Boscombe, Tel. Southbourne 1022. (1941)

PALMERS MOTORS, Ltd., offer—
1939 Daimler E.1, 24 limousine with division, 7-passenger, excellent condition at rear, leather front, widest face-forward occasional, most attractive semi-rigid door edge, small mileage, indistinguishable from new, £10,150, would consider part exchange; terms—53, York St., Twickenham, Popesmore 1680. (1496)

CHARLES POLLETT, Ltd., offer—
1950 Daimler 2½-litre d.h. coupe by Barker, black, green leather, beige hood, one owner, very low mileage, guaranteed, £2,350.
18 Ave., W.3, Cunningham 3956-8. (1929)

SERVICE Works and Stores, Bernside Yard, off Elgin Ave., W.3, Cunningham 3956-8. (1929)

MCKINNON MOTORS, Ltd., offer—
1950 (April) Daimler 2½-litre saloon (not Consort), grey, blue leather, sliding roof, heater, 9,000 miles only; 24 months' guarantee; price, trade enquiries welcomed.
MCKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Est. 1906. 35, Wallington 3404. (1947)

WARWICK WRIGHT, Ltd., offer—
1950 Daimler 2½-litre saloon, black and green, green leather, radio, 9,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1947)

1936 Daimler Light 20 saloon, £295.
W. J. BROWN, Ltd., established over 50 years.
339 Finchley Rd., N.W.3. Hamstead 4414. (1942)

STRATSTONE, Ltd., Daimler Distributors.
Daimler 27hp limousine by Hooper (1950), maroon with interior to match, 15,000 miles, as new, £4,300.
Daimler 2½-litre Consort saloon (1950), black with green leather, 11,000 miles, £2,295.
Daimler 2½-litre special sports coupe (1950), grey with red leather, maintained by Daimler Co., £2,350.
Daimler 2½-litre coupe (1950), black with brown leather, heater and demister, 4,700 miles, as new, £1,995.
Daimler 2½-litre saloon (1947), black with blue leather, radio and heater, reconditioned, in outstanding order, £1,250.
Daimler 2½-litre saloon (1946), black with brown leather, well maintained, £1,110.
STRATSTONE, Ltd., Berkeley St., W.1. (Mayfair 4404).
Service, 2, Herbert St., Russell Square, W.1. (Terminus 7464). (1948)

GUY SALMON AUTOMOBILES, Ltd., offer—
1950 (August) Daimler 2½-litre special sports coupe body, 8,000 miles; £2,500—Putnam Rd., Thames Ditton, Esherbrook 551-3. (1949)

Daimler—E.20 1951 engine just renewed.
21-litre 1949.
15hp coupe 1935.
L owner-driven, excellent condition, licensed 1952.
Bethell, Tidham, Chesham, Bucks. (1947)

1946 Daimler 2½-litre saloon, black, reconditioned engine, immaculate, £1,150.
E.F.S. MOTORS, Kingston-by-Sea, Esher, Esherbrook 3000. (1947)

1938 Daimler 15 sports saloon, 47,000 miles, immaculate throughout, £700.
PARADE MOTORS (MITCHELL), Ltd., 65-67, Monarch Parade, Mitcham, Tel. Mitch 3950. (1947)

1950 (September) Daimler Consort 2½-litre saloon, immaculate, heater, one owner, £1,795.
RIFCO, Ltd. (Daimlers purchased), 16, Albemarle St., London, W.1. Reims 2248. (1948)

CLASS'S MOTOR MART—1937 Daimler 20 saloon, black and blue, engine just reconditioned, superb condition—£1,250.
1939 Daimler 2½-litre saloon, blue, numerous extras, maintaining reputation of cost, excellent condition; written guarantee. W. Warren St., W.1. Euston 4110. (1943)

1950 Daimler 2½-litre Consort saloon with blue leather, 12,000 miles only, new condition throughout, £2,300.
Y. CHISHOLM, 9-10, Upper Richmond Rd., East Putney, R. 6 W.1. Tel. 4551. (1948)

1947 Daimler 2½-litre saloon, 34,000 miles, reconditioned black brown leather upholstery, one owner, immaculate condition; £1,250.
SITBET MOTOR WORKS, High St., Ashted, Tel. A.104. (1947)

EL 24 limousine, late 1938, black cloth interior, wide occasional, As, black, cloth interior, private in very nice condition, £250.
A. W. 9, Reliance 1647. (1947)

1947 model, many refinements, 21,000 miles, one owner. Details from Wrightson, Hendon 2504. (1949)

SINK (BROOKMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, should be seen when buying or selling; all spares and every service.
Daimler House, Bournemouth, Tel. 5405. (1944)

1936 Daimler 15hp saloon, black, very good general condition, with guarantee, £2,200—London, Cars, 526-6, Greenford Rd., Greenford, Middx., Wuxham 5643. (1945)

1938 Daimler 2½-litre 4-light sports saloon, recently repainted and in new condition; £650.
FRANCE, 34, Cromwell Mews, South Kensington, W.8. Pic. 0513. (1946)

1948 Daimler saloon 2½-litre, perfect condition, £1,650 or near offer for quick sale—House, Perivale 4204, or Wandsworth 4214, 23, Northwick Rd., London, S.W.18. (1948)

1949 Daimler drop head tourer, body by Barker, 18,000 miles, £1,675—Clayton's Cars (London), Ltd., 187, Euston Rd., London, N.W.1. Tel. Euston 5228 (15 lines). (1949)

1948 Daimler 2½-litre saloon, black, brown leather, moderate mileage, one owner, £1,350—Silverthorne Motors, Ltd., 1013, Finchley Rd., W.10. (1948)

1936 Daimler 15 all weather saloon, cream and black, a very smart car in excellent condition, bargain £355—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. (1947)

WATER SCOTT, Ltd.—1939 model D.B. 18 2½-litre saloon, black, excellent throughout; £695; terms, exchange—39, College Crescent, Hampstead, N.W.4. (Savage Cottage Tube), P.R. 5014. (1948)

1940 Daimler 2½-litre 4-door de luxe saloon, immaculate condition throughout; taxed new, £875; terms, exchange—Moreton Garages, 61, Albert Embankment, S.E.11. Tel. Reliance 4016. (1939)

1939 Daimler 2½-litre saloon, superb condition, both mechanically and in appearance, having been overhauled—£695—Bruce Francis, 14, Cromwell Mews, South Kensington, W.8. Pic. 0513. (1943)

1940 Daimler 4½-litre Hooper limousine, immaculate condition throughout; taxed new, £875; terms, exchange—Moreton Garages, 61, Albert Embankment, S.E.11. Tel. Reliance 4016. (1939)

1939 Daimler 2½-litre saloon, superb condition, both mechanically and in appearance, having been overhauled—£695—Bruce Francis, 14, Cromwell Mews, South Kensington, W.8. Pic. 0513. (1943)

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DELAGE
1951 model (1950) Delage D.6 sports saloon, finished in plum maroon, with leather upholstery, total electric gear box, independent front-wheel suspension and built-in jacking system, body by Letourneur & Marchand of Paris, 5-seater.
THE CHESTER ENGINEERING CO., Ltd., City Rd., Chester. Tel. Chester 177. (1952)

De-age spares and Service
SELBORNE (MAYFAIR), Ltd., De-age world concessions—Rapid engine and body repairs, parts stocked—62, Park St., W.1. (1953)

CHIFFETAD MOTORS, Ltd., offer—
DELHAYE
DELHAYE 1949 Earls Court show model 1554H streamlined tourer drop head coupe, 5-position hood, total electric gear box, spot lamp operated from inside car, special pass lamp hydraulic fitted jacking system, twin horns, plus special French windshields, telescopic shock absorbers, fitted wire screen speakers, negligible mileage, very high performance, this is marked, one of the prettiest Delhayes on the road.
CHIFFETAD MOTORS, Ltd., 197 Fulham Rd., Kensington London, S.W.5. Fulham 0052/7255 7154. (1491)

SELBORNE (MAYFAIR), Ltd., world distributors for Delhayes cars, offer new 1952 model British built sedan four-seater coupe delivery 3 to 4 weeks.
82 Park St., W.1. (1704)

De-age spares and Service
SELBORNE (MAYFAIR), Ltd., Delhayes world concessions—Rapid engine and body repairs, parts stocked—62, Park St., W.1. (1953)

B. & M. GARAGES, Ltd., offer—
R. W. 1938 fabric cabriolet, rebuilt by us, reupholstered, retired and repaired to 1937.
R. W. 1937 fabric cabriolet, reupholstered, engine overhauled, had to be replaced.
R. W. 1938 special saloon, in good running order.
R. W. 1937 all metal drop head coupe, very nice condition.
R. W. 1938 all metal drop head coupe, in good running order.
B. & M. GARAGES, Ltd., for super reconditioned cars and guaranteed spares, brand new crankshafts, sieved cylinder blocks, both items on eschbacher basis, plus roller bearings, repairs and overhauls, our speciality—B. & M. Garages, 28, St. Michael St., W.2, Paddington 6877. (10016)

1938 D.K.W. cabriolet, Windonnes, daylight, coachwork and mechanical condition exceptional, £260—Winchmore Hill Garage, Ltd., 5459, (16514)

D.K.W. spares and Service
NEW big-ends and main shafts to D.K.W. crankshafts
C. F. SMITH & CO., 85-85, St. John's Hill, Clapham Junction, Bath. 0871. (10036)

DODGE spares, repairs, exchange engines, Church Road Engineering Co., Ltd., Dodge Distributors, Maudslayi, Essex—Tel. 58474/57127. (10192)

DODGE specialists, repairs, exchange engine service—L. A. Mitchell (Motors), Ltd., 28, Beaumont High Rd., London E.6. Tel. Balham 2234. (1952)

S. & S. MOTORS, FIAT
1939 Fiat 2-seater, reconditioned throughout, new tyres, reconditioned, £410.
1939 Fiat 2-seater, reconditioned engine, excellent condition, £375.
1939 4-seater in good order throughout, £350.
S. & S. MOTORS, 165a, Westbourne Grove, W.11, Bayswater 1644. (15502)

FOR Fiat enthusiasts.
CLAIRMOORE BROS., Ltd., always have a stock of at least ten completely reconditioned Fiat 500s from £250 to £450—Shanklin Rd., London, N.8. Mountview 5285. (10440)

1938 Fiat 1,100cc saloon, engine overhauled recently completed, in good order throughout, £365.
L. FRANK & WAGSTAFF, Ltd., 3-5, Church End Hill, N.8. Mountview 4401. (1948)

£275—Fiat 500, 1937 model fitted 1947 engine, new cylinder head, latters, valves, plugs, insured—Kinston 7294. (15042)

MAYFAIR GARAGES, Ltd., for your Fiat 500, the really economical light car with big car performance and a useful life—Below.
MAYFAIR GARAGES, Ltd.—Over 20 Fiat 500s in stock from £225 to post-war models, £235, all with 3 months' guarantee—Below.
MAYFAIR GARAGES, Ltd.—Reg. August 1950, post-war 500 de luxe convertible coupe, Fiat blue carefully maintained, very smart car in outstanding condition throughout; 3 months' guarantee, £525—Below.
MAYFAIR GARAGES, Ltd.—1939 500 2nd series de luxe convertible coupe, black and cream, leather upholstery, bumpers, carefully maintained by enthusiastic owner, 3 months' guarantee, £595—Below.
MAYFAIR GARAGES, Ltd.—July 1950 500 2nd series full 4-seater convertible saloon, blue, leather upholstery, overhauled engine, good tyres, carefully used, excellent condition throughout; 3 months' guarantee, £595, choice of 3-seaters.
MAYFAIR GARAGES, Ltd.—June 1950 500 convertible coupe, maroon, leather upholstery, overhauled engine (as available), smart car with excellent road performance, 3 months' guarantee, £545; choice of 2nd models—Below.
MAYFAIR GARAGES, Ltd.—January 1949 1100 500H 12hp 4-door pillarless saloon, black, beige hide upholstery, good tyres, outstanding condition throughout, 1 month's guarantee, £495—Below.
MAYFAIR GARAGES, Ltd.—Reconditioned 2nd series 500 coupes now available 3/4 weeks; £465—Below.
MAYFAIR GARAGES, Ltd., invite you to inspect our cars and for price list and copy of Autocar Road Test—Below.
MAYFAIR GARAGES, Ltd. (Fiat sales and service), W.1. Balderston St., opp. Selfridges (clock), Mayfair. (16148)

MAYFAIR GARAGES, Ltd., for your Fiat 500, the really economical light car with big car performance and a useful life—Below.
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MAYFAIR GARAGES, Ltd.—1939 500 2nd series de luxe convertible coupe, black and

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FRAZER NASH B.M.W.
 £395—Type 15 saloon 1946, very extensively reconditioned, reconditioned light blue, re-furnished, 4 new O.S. tyres, new O.S. battery, new sports val. most attractive car, ready for long service—V. W. Derrington, 159-161, London Rd., Kingston 5621-2. (1951)

Fraser Nash-B.M.W. Cars Wanted
 R—Rowland Smith's Fraser Nash-B.M.W. buyers, 6041—Hamstead High St. (Hamstead Tube). Ham. (1951)
 BARTLETT—We are very interested buyers of all Fraser Nash-B.M.W. models.—27a, Pembridge Villas, W.11. (1952)

HEALEY
 B—ROCKLANDS.
 HEALEY distributors London and Home Counties.
 DEMONSTRATION, early delivery latest models.

1951 Healey Tickford saloon, many extras, small mileage.

1950 Healey Abbott coupe, many extras.

1950 Healey "Silverstone" sports 2-str.

1949 Healey "Silverstone" many extras.

BUY or sell your car.

103 New Bond St., London, W.1. Mayfair 8551-6. (1952)

BARTLETT—Healey 1951 Tickford saloon. B.M.T.A. (1952)

permutation £1,732.

BARTLETT—Healey Special drop head coupe, £1,295.

27a, Pembridge Villas, W.11. (1952)

ROSE & YOUNG, Ltd., offer: 1950 (August) Healey Silverstone 2-seater K type, immaculate condition inside and out, very low mileage, fitted with front bumper, specially finished in champagne cellulose.

41.05. Another Silverstone at £1,025—£5-0. Strentham Hill Ave., Strentham Hill, S.W.2 11 minute Strentham Hill Station. Tulse Hill 6464. (1954)

Healey Cars wanted—27a, Pembridge Villas, W.11. (1952)

CAR MART, Ltd.

1950 Hillman Minx Phase IV saloon, 5,000 miles; £1,125.—Car Mart Ltd., 150, Park Lane, W.1. Grosvenor 5434. (1952)

RAYMOND WAY

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1942 Hillman Minx de luxe saloon, black with green leather upholstery, very sound mechanically, excellent bodywork, nearly new tyres, taxed car, negligible mileage, choice of two, 4455.

FIRE purchase terms on the spot with no references.

H—no formalities or guarantees, part exchange on your motor cycle or car, unique 3 months' written guarantee, always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6.

8 Maude Vale, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (1952)

ROUNDABOUT offer:

1934 Hillman 10hp 4-door saloon, one owner since new, as good as new, nice looking motor car.

ROUNDABOUT GARAGE, Ltd., Western Ave., Greenford, Middlesex, Wuxlow 1071-5. (1919)

PALMERS MOTORS, Ltd.

Hillman coupe foursome, immaculate condition; £625; exchanges and terms.—53, York Treenham, Epsom 942. (1952)

H. A. SAUNDERS, Ltd., offer:

1947 Hillman Minx saloon, 18,000 miles; £745.

836 842, High Rd., N.12. Hillside 0024. (1952)

SAUL & SLATTER, Ltd., offer:

1949 Hillman Minx Phase III saloon, beige; £875.

44 Aldermans Hill, N.15. Tel. Palmers Green 1705. (1952)

PHILIP RICKARDS, Ltd., offer:

1949 Hillman Minx Phase III, beige with red leather, radio, heater, 25,000 miles—4, Brook St., Park Lane, London, W.1. Grosvenor 4772-3. (1952)

WARWICK WRIGHT, Ltd., offer:

1949 Hillman Minx Mark III saloon, black/brown leather, moderate mileage, excellent condition.

1950 Hillman Minx Mark IV saloon, green, red leather, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1945)

READ BROS. MOTORS, Ltd., offer:

1939 (Aug.) Hillman Minx 10hp saloon, one owner since 1939, excellent condition, £415.

READ BROS. MOTOR CO. (LONDON), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1422. (1952)

H. A. SAUNDERS, Ltd. Radiet, Berks

1950 Hillman Minx, Ph. IV, mileage 21,000, colour green; £925.—Tel. Radiet 5081-6. (1952)

COOMBS & SONS (GUILDFORD), Ltd., offer:

1948 Hillman Minx new engine; £750.

1947 Hillman Minx in perfect condition; £725.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6207-9-9. (1951)

1947 Hillman Minx drop head coupe, blue; £640.

EXCHANGES—Lingwood—Upper Bassett Avenue, Southam, Tel. 6051. (1950)

GORDON CARR (LONDON), Ltd.—1948 Hillman estate car, £750.

GORDON HOUSE 578 Euston Rd., London, N.W.1. Euston 6611. (1952)

HILLMAN 10

DAGENHAM MOTORS, Ltd., offer the following car:

1950 Hillman saloon, Phase IV, grey, red hide, 3,000 miles; £1,125.

56 Park Lane, W.1, Regent 4066; 574, Kaling Rd., Apsley, Middlesex, 5356 and 8 and 12.

1950 Hillman Minx saloon, green, 7,000 miles. (1951)

1950 Hillman Minx saloon, black, 9,000.—C. A. Tice, Ltd., 42, North Audley St., W.1. Mayfair 5051. (1951)

1951 Hillman 10 saloon, re-tored, very sound and smart, £430—Below.

1938 Hillman 10 d.h. coupe, much above average, 5,000, similar, £550.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2512. (1952)

1942 Hillman Minx saloon, leather upholstery, good condition throughout, £495.

CRICKWOOD ROAD, N.W.2, Gls. 2234. 15737

1950 Hillman Minx Phase IV saloon.—Autowork, Ltd., Winchester 4834. (1952)

HILLMAN Minx, 1946, perfect, loose covers, extras.

27, Sherborne House, Dorset Rd., S.W.8. 19595

1947 Hillman Minx coupe, black/brown, speedo reading 20,000 miles, excellent condition.

TICKFORD, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5335. (1950)

1947 Hillman 10 saloon, one owner.—Autowork, Ltd., Winchester 4834. 5965

1940 Hillman saloon, very good condition.—Meriden Motor Co., Ltd., 75, Gt. Portland St., W.1. Langham 5506-7. (1949)

315 gns.—1938 Hillman 10 saloon, recent engine, 5,000, splendid tyres, good condition.

1949 450.—Fricker's of Holland Park (next door to underground), Park 5077. (1950)

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HILLMAN 10

Hillman Minx d.h. coupe, grey, blue leather, one owner, 12,000 miles only, guaranteed as new throughout; £795; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 5454 and 3954. (1947)

1946 Hillman Minx saloon, reconditioned engine, new battery, tyres, etc., re-painted black, car as new throughout, 6 months' guarantee, incomparable value. £650.—Remfry Motors, 562, Anisley Rd., Tel. 51039. (1946)

1948 (September) Hillman Minx drop head fitted radio, twin horns, black with brown interior, immaculate condition; first deposit secures this lovely car. £775.—Grove Garage & Motors, 322, Fore St., Edmonstone, W.9. Tel. 4162. (1948)

FOR sale, Hillman Minx saloon, 1939, perfect mechanical condition; recently reconditioned at expense of £200 (bills available); licensed to end of year; no dealers. Apply Edward Math, Ltd., 139/41, Stoke Newington Church St., N.16. Clissold 2467. (1946)

1950 Hillman Minx saloon, 1951 Hillman Minx IV saloon, a superb and unmarked one owner car, fawn with red leather, heater, thoroughly recommended, written guarantee; £655; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. (1952)

HILLMAN 10

model 14hp drop saloon, black/brown leather, excellent condition.—H. A. Saunders, 144, Golders Green Rd., N.W.11. 6538

395 gns.—Hillman 14 (1939 model) de luxe 4-door saloon, black, sliding head, brown leather, very good condition, terms, exchanges; list, open 5-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). (1952)

HILLMAN 10

1937 Hillman 10hp sports tourer, in good condition, £245, on or exchange, 1939 5hp Jaguar or 10 to 10hp A.C. Alvis, M.G. Riley or Rover, not earlier than 1936, with cash adjustment, H. Wellesley Court, Maude Vale, W.1. Tel. Cus. 5907

HILLMAN MISCELLANEOUS

TANKARD & SMITH, Ltd. offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars, all subject to 3 months' written guarantee—196 Kins' Rd., S.W.3. Tel. Fax. 4801-3.

Hillman Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 5434. (1951)

R

ROWLAND SMITH'S, the Hillman buyers, Hamstead High St. (Hamstead Tube). Ham. 6041.

R

ROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low mileage Hillman cars.

BIRMINGHAM—Lower Temple St. (Central 8411).

MANCHESTER—129, Deansgate (Blackfriars 6677.)

MAIDSTONE—(Maidstone 3333.)

CANTERBURY—(Canterbury 352.)

ROCHESTER—(Chatham 231.)

WROTHAM Heath—(Borough Green 4.)

ROOLES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. (19108)

A new, post-war Hillman required.—30, Ryecroft Rd., S.W.15. Tulse Hill 2768. (1952)

HILLMAN—Wanted, crashed or badly damaged Hillman of fairly recent type.—Box No. 7999. (1952)

Wanted, Hillman Minx saloon, convenient free; no dealers.—J. Scales, 426, Cherrybarn Rd., Cam. (1952)

CASH buyers of low mileage Hillman Minxes, damage no object.—Hilton's, Lord St., Southport. Tel. 2268. (1952)

1950 Minx or Minx estate car; up to £1,000.—Adams, 665, Durham Rd., Gateshead-on-Tyne. Tel. 75532. (1944)

LOOKS of Barking, purchase for cash post-war Hillman cars.—105-7, Lombridge Rd., Barking. Tel. Rippleway 1265. (1945)

CAMDEN MOTORS, urgently require good pre- and post-war Hillmans.—Camden Motors, Lake Rd., Leighton Buzzard, Beds. Tel. 2041. (1950)

BIRMINGHAM and Midland low-mileage Hillman modern cars required by George Heath, Ltd., 150, Leabury St., Birmingham, and Lower Temple St., Birmingham. (1908)

PHOENIX MOTOR CO. (SURREY), Ltd., urgently require Hillman Minx saloons, coupes and estate cars.—Phoenix House, High St., Sutton, Surrey. Victoria 119 (Giles). (1952)

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—F. C. Crisp, Ltd., Parliament St., Nottingham, Tel. 4631 (1952)

Hillman Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (1953)

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works, servicing, re-fitting and complete overhauls, spare parts collected.—79-91, Kings Rd., Fulham, S.W.6. Remond 1183. (1952)

CARRIS MOTORS for Hillman spares and service.—Letcham Bridge, S.E.13. Lee Green 5585 (1972)

PROYDON—Loc. Service promotes satisfaction

Bring your Hillman car to us to regular service

Main agents for the South of England, 100, Gt. Portland St., W.1. Langham 5454

Ltd. 145 London Rd., Croydon Tel. 1630-4572

(195

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HISPANO-SUIZA
37 hp short chassis 1930 Hispano-Suiza drop head coupe, excellent condition throughout. £450.
J. Briand, 47, Tamworth Rd., Craydon 1742. [3046]

HISPANO-SUIZA Spares and Service
Tamworth Rd., Craydon 1742. [3104]

HAROLD RADFORD & Co., Ltd.
SOLE concessionaires. [3510]

1950 (1948 show model) Hotchkiss Paris/Nice 4-door saloon; colour grey with blue leather upholstery; speedometer reading 26,352 miles; in excellent condition throughout.
SALES and Service. [3514]

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7, Tel. Kensington 6942 (5 lines). [3514]

CHIFFERTAD MOTORS, Ltd., offer from stock:— [3514]

1948 model Grand Sports short chassis sports saloon, £10 tax. Cotal electric gear box, radio, etc., terrific performance, as new.
SPECIAL sports saloon, March 1949, immaculate.
SHORT chassis four-door coupe, late 1930, specimen.

SPORTS saloon, late 1939, similar to 1950 model, immaculate. [3514]

CHIFFERTAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. [3514]

1939 Hotchkiss Paris/Nice saloon, outstanding specimen, full details on application. [3514]

1937 Paris/Nice Hotchkiss 4-door fixed head coupe, new leather and carpets, 6275. [3514]

HOTCHKISS Modane, probably the best grand sport short chassis, close coupled saloon available to-day, modernised and in perfect condition. Just made ready for Continental. [3514]

Hotchkiss Spares and Service—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. [3514]

UNOBTAINABLE spares for 1939 10hp f.v.d., Hotchkiss type engine and pump, clutch, clutch centre plate, various gaskets, and other small parts.—R. M. Bentley & Partners, Ltd., 20, Grosvenor Crescent, W.1. [3514]

HAROLD RADFORD & Co., Ltd. [3514]

SOLE distributors for London and Home Counties, offer:— [3514]

NEW and unused H.R.G. cars available for early delivery. [3514]

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7, Tel. Kensington 6942 (5 lines). [3514]

14 litre 1947 2-seater H.R.G., wonderful condition, £750.—R. M. Bentley & Partners, Ltd., 20, Grosvenor Crescent, W.1. [3514]

H.R.G. Spares and Service [3514]

CHARLES FRANKLIN has a large stock of [3514]

SHOWROOMS, 18 Fekeler St. W.1. May 6266. [3514]

SPARE parts [3514]

SERVICE, Barnsley Yard, off Ekin Ave., W.3. Tel. Cunningham 5556. [3514]

HUDSON [3514]

CARS offer:— [3514]

1938 Hudson 22hp saloon, radio, heater, completely sound throughout. £425. [3514]

A. C. S. W. 2, Tel. Tulse Hill 1909. [1902]

GUY ALFRED & Co. offer:— [3514]

1938 Hudson drop head four-door coupe in post-war condition. £67. Warren St., W.1. [3514]

HAROLD RADFORD & Co., Ltd. [3514]

1949 (February) Hudson Commodore saloon, colour, two-toned grey; speedometer reading, 18,501 miles; fitted with radio and heater; in excellent condition. [3514]

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7, Tel. Kensington 6942 (5 lines). [3514]

DICKS CAR SALES, The Hudson Specialists, offer:— [3514]

1939 Hudson 17 saloon, steering gear change, removed, private owner since new, astonishingly excellent performance for a large bodied pre-war car. [3514]

1938 Hudson 17 saloon, 2-cyl., 2-door fixed head 4-cyl. coupe, new work engine, superbly overhauled, Mastermind, etc., owner abroad; price £450. Tel. Camberley 309. [3514]

CARR'S MOTOR MAR.—1938 Hudson 21hp saloon, just reconditioned dark maroon, red hide, reconditioned engine, radio, owner restrictions, written guarantee. S. Warren St., W.1. [3514]

H. R. H. steering, 2,000 genuine miles since new, exhibited at the Motor Show, and perfect in every detail; free of corrosion and rust. [3514]

£295 17 saloon, 1937, nicely finished in fawn, coachwork excellent, real leather interior in particularly good trim, private owner since new, astonishingly excellent performance for a large bodied pre-war car. [3514]

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase, part exchange, free delivery. Showrooms open till 8 p.m. Monday-Saturday. [3514]

Hudson Cars Wanted [3514]

SIMPSON'S MOTORS (WEMBLEY), Ltd., requires [3514]

REPAIRS, reconditioned rear boxes.—10, Winchester Mews, N.W.3. [3514]

D. B. H. M. T. LTD., 1939 17hp, 1937 22hp and 1934 17—Motorists, Walspool, Tel. Gwentry 214. [3514]

SPKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines, spares and service; quote chassis number—83-101, Heath Rd., Twickenham, Tel. Popesgrove 1035-6. [3514]

BROOKLANDS [3514]

1949 Number Super Snipe, choice of two. [3514]

103, New Bond St., London, W.1. Mayfair 8351-6. [3514]

CAR MART, Ltd. [3514]

1950 Hummer Hawk saloon, 5,000 miles; £1,525. Car Mart, Ltd., 230, Euston Rd., N.W.1. [3514]

B. J. HUNTER, Ltd., offer:— [3514]

1950 Hummer Hawk saloon, very carefully used, fitted heater, overriders, etc. £1,295.—Below model Hummer Hawk saloon, one private owner, fitted radio and heater, as new; 11,000 miles. [3514]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Dialstone 6303. [3514]

PHILIP RICHARDS, Ltd., offer:— [3514]

1951 (1951 type) Hummer Super Snipe saloon, 12,000 miles, gunmetal grey, fitted heater. [3514]

BRICK ST., Park Lane, London, W.1. Grosvener 6359. [3514]

WARWICK WRIGHT, Ltd., offer:— [3514]

1950 Hummer Super Snipe Mark II saloon, black, brown leather, heater, 9,000 miles. [3514]

1949 Hummer Hawk saloon, 10,000 miles, leather and cloth upholstery, radio and heater, 11,000 miles. [3514]

1951 Hummer Imperial saloon, black, beige leather, heater, 8,000 miles. [3514]

1950 Hummer Hawk 14hp saloon, black, brown leather, 10,000 miles. [3514]

1950 Hummer Hawk 16hp saloon, black, brown leather, 10,000 miles. [3514]

1950 Hummer Super Snipe, Mark III saloon, gunmetal, grey leather, heater, 11,000 miles. [3514]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9781. [3514]

1950 Hummer Hawk saloon, 9,000 miles.—Auto-wash, moderate mileage. [3514]

1946 Hummer Hawk saloon, terms, exchange, R.A.C. or A.A. examination invited; £200. [3514]

GEORGE NEWMAN & Co., 309, Euston Rd., N.W.1. [3514]

1951 (Sept., 1950) Hummer Super Snipe, 12,000 miles. [3514]

1949 Hummer Hawk, colour black and brown, heater, moderate mileage, taxed year. [3514]

1947 Hummer Hawk saloon, black, low mileage, H.M.V. radio, taxed, immaculate condition; £250.—R. & M. (Sales), Ltd., 42, Queen St., Maidenhead. [3514]

1951 (Dec. 1950) Coventry-made Hummer Hawk, 19,000 miles.—Ernest Sutton, Tel. Road 4 (trade only). [3514]

1950 Hummer Super Snipe, black, brown leather, heater and loose covers, 11,000 miles. [3514]

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4541. [3514]

1939 Hummer 16 4-door de luxe saloon, in almost 100% showroom condition; £465 or on very easy hire purchase terms. [3514]

K. H. S. LTD., 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 5536 and 3527. Open week-days 9 a.m. to 7.30 p.m. [3514]

1950 (Dec.) Hummer Super Snipe, black, less than 1,000 miles, showroom condition; £1,850.—23, Stoke Hill, Bristol 9. [3514]

FOR sale 1938 Hummer 14hp spares and tyres.—Langdon & McQuiver, Ltd., Tilfer Down, Penzance, Cornwall. [3514]

GORDON CARS (LONDON), Ltd.—1950 Hummer Hawk 16hp saloon, £1,395. [3514]

GORDON CARS (LONDON), Ltd.—1948 Hummer Hawk saloon, £1,175. [3514]

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1950 (November) Hummer Pullman, in black leather upholstery, H.M.V. radio, heater, Rejesty seat covers, mileage 1,500. Further particulars. [3514]

GEORGE BOX, Ltd., Automobile Distributors, Aldermore Rd., Denbigh, Tel. 655. [3514]

1949 Hummer Hawk saloon, black with brown leather, very carefully maintained. £1,095. [3514]

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1949 Hummer Hawk saloon, black with brown leather, very carefully maintained. £1,095. [3514]

Hunter Cars Wanted

BEARTS of Kingston, Jaguar specialists, sales, spare, repairs.—102, London Rd., Kingston. Tel. Kin. 2248

to end of year, any trial; £800 o.n.o.—1, Keswick Ave.,
Merton Park, S.W. 19. Lib. 3572 [5527

unique. This car is unique for over 2000—27, Apsley House, N.W.8. Primrose 4832. Mayfair 4023. [6851

January Cars Wanted

C

QUICK completion of repairs. 10563
SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.15.
FULL stock of spares; Jaguar repairs and main-
 tenance.—Service station; Green Lanes, N.15.

Jaquar Soares and Hengste

The Autocar

WET

A CLAND & TAYLOR, Ltd., Welwyn 461 offer with three months' guarantee:

LAGONDA 2½-litre saloon, first registered April 1955, finished mahogany, beige leather, radio, heater, windscreen washers, good history, works maintained immaculate. £1585.

PERFORMANCE CARS, good selection always available written guarantee.—See under "Sports Cars."

MOTORS, Ltd., Managing Director, 10, E. D'Avier, 20 years' service manager to Lagonda, Ltd., offer:

1953 16-80 fourer, grey, engine overhauled, exceptional condition throughout.

1955 4½-litre Rude sports tourer, British racing green, coachwork in fine condition, engine

1938 V.12 sports saloon, black, radio, discs, comprehensively checked throughout.

1939 fully maintained throughout and probably the finest example available of immediate pre-war Lagonda car.

FURTHER particulars of these and other models available on request.
DAVIES MOTORS, Ltd., 275, London Rd., Staines, Tel. 5457-8-9 or (private) Pinesgrove 5384. 10287

1938 (May) Lagonda V.12 saloon, immaculate condition, £950; terms, exchanges.—Moreton Garages, 61, Albert Embankment, S.E.11. Tel. Reliance 16320.

9000 miles: November, 1950 Lagonda coupe, radio, heater, spotless condition throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane

LAGUNDA 2½-litre saloon, finished in Alpine Mist with blue leather upholstery, fitted with H.M.V. radio and rimballshers. First registered 20.7.51. 3.850

CYRIL WILLIAMS MOTORS, Ltd., Lagonda & Aston
Martin Distributors, Wolverhampton. Tel. 24171.

1939 Lagonda V.12 2-3-seater Rapide drop head coupe. Sanction two engine, recent complete overhaul, beautiful condition, very fast; \$1,795.—Taylor

1936 4½-litre Lagonda, Vanden Plas, pillarless

throughout, in 1947 it was completely rebuilt at Lagonda's at the cost of £700, and is about one of the finest Lagondas in the country, taxed to the end of the

Lagonda Cars Wanted
BOWLAND SMITH'S, the Lagonda buyers.—Hamp-

DAVIES MOTORS, Ltd.—See our display advert. on

LAGONDA owners are advised to contact the manufacturers for service overhauls and spares for the 445-litre V.12 models; service engines in stock.

LANCHONDA, Ltd., Service Department, Victoria Rd.,
Feltham, Middlesex. Tel. Feltham 2291. [0909]

LANCHESTER

1939 Lanchester 14 saloon, special chassis, manual gear box: 6495.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. (5680)
1937 Lanchester 14hp Roadrider saloon de luxe.

MAYFAIR CARRIAGE, Co., Ltd., The Hyde, Edgware
Rd., N.W.9. Col. 8082 15408

1939 Lanchester 14hp Roadrider de luxe saloon.
mechanical and coachwork condition excel-
lent.
BISCO Ltd (Lanchesters purchased) 1E, Albemarle

LANCHESTER 10, 1954, recent thorough overhaul, everything perfect. £195-66, Thorncliffe Rd.,

1934 10hp Lanchester, in nice condition; reasonable price.—"Hawthorns," Woodlands Ave., Kirkham, Preston. [598]

1938 Lanchester 14hp saloon, excellent condition: £495—Colin Haines, Ltd. 30a, Bourdon St. W.I. Mayfair 2338. (6454)

—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2312. (6403)
PINK (BOURNEMOUTH), Ltd., engaged exclusively

in the distribution of Daimler and Lanchester cars; consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405

1935 Lanchester 18 saloon, one owner, genuine low mileage, exceptional condition; £355.—

1939 Lanchester 14hp saloon, black, immaculate, first-class mechanical condition, written

guarantee; £595. 1957 Lanchester 14hp saloon, black, sound general condition, written guarantee; £318. 1958 Lanchester 11hp saloon, grey, sound and reliable. Commercial Enquiries: £110.—London Cars 592/6, Greenford

Lancaster: Cars Wanted
1050 Lancaster 10hp saloon, under 10,000 miles.

H. A. SAUNDERS, Ltd., Castle St., Worcester. Tel. 2568. [6027
EXAMLAND SMITH'S the Lancaster buyers.

CASH immediately for good Lanchester—H. F. Edwards, 200, Ot. Portland St., W.I. Lougham

GOOD used 11-14hp Lanchesters wanted, later models preferred; traders also please note.—London Cars, 192-6, Greenford Rd., Greenford, Middx. Waxlow 2645.

Lanchester Spares and Service
ARCOT MOTORS, Ltd.

A ROOT MOTORS Ltd - Pre-selector gear boxes: exchange and repairs - 169 Fulham Rd., S.W.3, Kensington, S.1 [0237 10237]

PROYDON—Donald Vince & Co., Ltd., Daimler and
Lanchester specialists for sales and service—

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Aliens, Vie-

loria Rise, Clatnam, S.W. 4 Maculav 4199 and 6252/3

MO	DATE	FOR	DATE	AND	WANTED	DATE	AND	SERVICE
MO				MO	See Wanted			MOBILE NUM

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1936 Morris 2-door sale in black, green, leather upholstery, one owner, good engine, new down (new), a thoroughly reliable car in excellent condition throughout. £250. Tel. Pinner 1255. (1680)

1938 Morris 2-seater tourer, maroon, original finish, 100 miles only, reconditioned engine, chassis and steering overhauled, new hood and side screen just fitted. £245. Can be seen in London or at 10, Meadowside Rd., West Ewell, Surrey. Ewell 4135. (1655)

1938 Morris 4-door sunshine saloon, black with maroon, rear leather upholstery, reconditioned engine recently fitted, good tyres, outstanding condition throughout. £350, also similar 2-door model, maroon and black. £255—Griffins Garage, Weybridge 1891. (1675)

£325—A very special Morris 6 of 1936 saloon superior to a lot of post-war models in good condition, engine one owner since new this exceptional little Morris has been fastidiously maintained in every sense, original coachwork looks as if it has been washed and polished almost every day, upholstery in similar condition, speedometer is 42,500 miles which we believe to be genuine, fitted chromed wheel discs, Lucas headlights, etc. must appeal to the fussy motorist requiring something exceptional, choice of 20 other Morris 6s. (1678)

CAMDEN MOTORS Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars for purchase. Part-exchanges. Free delivery. Showrooms open till 8 p.m. Monday-Saturday. (1639)

Morris Eight Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (10776)

WANTED TO purchase, 1936-38 Morris 8 tourer, maroon—Pinner 8147. (1675)

A new, post-war Morris 6 required—30. Ryecroft Rd., S.W. 15. Tel. 2245. (10776)

REQUIRED urgently, 1939 Morris 8 saloon—38, Blunt Rd., South Croydon, Croydon 074. (14221)

PRE-WAR Morris 3500 saloon wanted—British Rd., Old Ch., 65, Highbury Park N.5. Can. 1650. (16119)

CASH buyers of low-mileage Morris 8s; distance no object—Haltens, Lord St., Southampton. Tel. 2265. (1678)

MORRIS 8 saloon wanted, 1935-38—Gordon Woodruff, 48a, Drexel Rd., S.W. 16. Tel. Streatham 8638. (1678)

REQUIRED urgently, post-war Morris 8—18, Frank & Wagon, 5-Crouch End Hill, N.8. Mountview 4401. (16359)

CAMDEN MOTORS urgently require good pre- and post-war Morris 8s—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041. (10714)

MORRIS TEN

RAYMOND WAY.

RAYMOND WAY of KILGURN.

RAYMOND WAY, the hire purchase specialists.

1935 Morris 10.4 special fourseater, head-head coupe, this car has had one owner only and is in really amazing condition for its age, the coachwork is original and has a mirror finish, a very pretty and economical car. (1678)

HIRE purchase terms on the spot with no references, no formalities or covenants, part-exchange on your present motor cycle or car, advance 3 months' written guarantee, always 300 cars under £400 to choose from. (1678)

RAYMOND WAY of KILGURN.

R Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line). (1678)

BUY ALFREDS & CO. offer:

1938 series Morris 10 4-seater, sun roof, 8/4 coupe, 6-7, Warren St., Euston 3268. (19429)

WELL HALL ROAD GARAGE offer:

1948 Morris 10 black saloon, leather upholstery, in perfect condition throughout, all new tyres. £725. (1675)

WELL HALL ROAD GARAGE, Well Hall Rd. S.E.9. Tel. 5834. (1675)

1946 Morris 10 saloon de luxe, exceptional condition. £595. (1675)

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Chl. 8005. (1612)

1946 Morris 10hp de luxe saloon, 27,000 miles, black perfect. £435—Worthing 116. (1642)

1946 Morris 10 saloon, £650—Hertford & Mils. Church Rd., Ashford, Middx. Tel. 2960. (16474)

1940 Morris 10 one owner, excellent engine, just rebored. £450—Mullen, Little Domes, 1563. (1675)

135 ems—Morris 10 6 Cunard sports 4-seater—Autoplane, 106, Balham High Rd., Balham 1509. (1675)

1948 Morris 10, black/brown leather, one private owner, sun roof, head, brown leather, excellent condition. £595—Kings Motor, 11, Hien St. Hounslow, Tel. 5532. (19430)

1940 Morris 10 saloon, a really sound car, £380—Hien St. Hounslow, Tel. 5532. (19430)

1940 Morris 10 saloon, 376, Kensington High St., London, W.1, Tel. Western 2512. (1645)

FOR sale, late 1940 Morris 10 saloon, sunshine two, full bodywork available, excellent engine, taxed to end of year. £600—Tolhurst, Shepperton Cottage, Shepperton, Tel. 2. (14020)

545 ems—Morris 10 April, 1947, de luxe 4-door 1948 saloon, sun roof, head, brown leather, excellent condition, terms, exchange; lat. open 9-7 weekdays and Saturdays—Surrey & Lancashire Smith, Hampton & Hampstead Tube, Hampstead 6041. (16752)

ROWLAND SMITH'S

ROWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (10776)

RECENTLY required, post-war Morris 10 Morris 10 saloon.

YNE, FRANK & WAGSTAFF, Ltd., 5-5, Crouch End Hill, N.8. Mountview 4401. (16119)

CASH buyers of low-mileage Morris 10s; distance no object—Haltens, Lord St., Southampton. Tel. 2265. (1678)

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545 ems—Morris 10 April, 1947, de luxe 4-door 1948 saloon, sun roof, head, brown leather, excellent condition, terms, exchange; lat. open 9-7 weekdays and Saturdays—Surrey & Lancashire Smith, Hampton & Hampstead Tube, Hampstead 6041. (16752)

ALMOST new Morris 10 required, cash payment—A. Morley, 54, Streatham Hill, S.W.2. Tulse Hill 1646. (10643)

MORRIS TWELVE

1940 Morris 12 saloon, black, excellent condition in every respect including tyres, taxed to December. (1675)

GARAGE SERVICE CO., Hoop Lane, Golders Green, N.W.11. Speedwell 1319. (15602)

1939 Morris 12 de luxe saloon, superb, guaranteed, £370. payments—Vaughan, 17, Ashwood Mees, S.W.7. Fro. 1319. (15602)

BRUTONS, Ltd.—1935 Morris 12 saloon, black, reconditioned engine, fitted inners, crankshaft re-ground, new Kingpins, steering etc., good tyres, super-rod—12, 14, Oslon Mees, Ennerdale Gate, S.W.7. Western 1524. (16119)

MORRIS TWELVE Cars Wanted

ROWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (10776)

MORRIS FOURTEEN

1939 Morris 14hp saloon, black, brown leather, olive green interior, good condition, written guarantee. £298—London Cars, 592 G, Greenford Rd., Greenford, Middx. 2643. (16554)

MORRIS OXFORD

H. A. SAUNDERS, Ltd., offer:

1949 Morris Oxford saloon, green with beige upholstery, 14,000 miles. £395. (16056)

WARWICK WRIGHT, Ltd., offer:

1949 Morris Oxford saloon, green, green leather, heater, 1,000 miles. (16056)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (16056)

GORDON CAR (LONDON), Ltd.—1950 Morris Oxford saloon, 41,095. (10776)

GORDON CAR (LONDON), Ltd., Euston Rd., N.W.1. G. Euston 6511. (16193)

1950 Morris Oxford, beige, 8,000 miles, leather, spare unused, one owner. (16193)

RIPCO, Ltd. (Morris purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2562. (16193)

1951 (Nov. 1950) Morris Oxford, blue, mileage 4,000, £1,175 cash—67, Columbia Rd., Brixton. (16193)

1949 (June) Morris Oxford saloon, maroon, beige leather, one owner, fitted heater, speedometer, 19,000, excellent condition throughout. £295. (16193)

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. (16193)

1950 Morris Oxford, black/brown, H.M.V. radio, heater, immaculate, £1,200—H. A. Saunders, 54, Streatham Hill, S.W.2. Tulse Hill 1646. (10643)

1949 (Sept.) Morris Oxford, black with cream upholstery, immaculate condition, carefully used by one owner, genuine guaranteed mileage. £2,175. (16193)

TANKARD & SMITH, Ltd., offer 1949 Morris Oxford saloon, in black with beige leather upholstery, beautifully maintained by late owner, moderate mileage only; 40,000, three months' written guarantee, also 200 guaranteed used cars of all makes—138, Kings Rd., S.W.5. Tel. Finsbury 4901. (15944)

Morris Oxford Cars Wanted

THE CAR MART, Ltd., wish to purchase Morris Oxford cars—150, Park Lane, W.1. Grosvenor 3434. (10776)

A new, post-war Morris Oxford required—30, Ryecroft Rd., S.W.15. Tel. 2245. (10776)

ROWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (10776)

LATE model Morris Oxford saloons—Wilcox (Slough), Ltd., Morris House, Chancery St., London, W.1. Tel. 21429. (19143)

WADHAM BROS., Ltd., Morris House (Slough), are in need of post-war Morris Oxford saloons. (15796)

CAMDEN MOTORS urgently require good Morris Oxford—Camden Motors, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041. (10714)

MORRIS SIX

CAR MART, Ltd.

1950 (Nov.) Morris Six saloon, 5,000 miles; £1,225—Car Mart, Ltd., 230, Euston Rd., N.W.1. Euston 1212. (16531)

PRIDE & CLARKE, Ltd.

1949 Morris Six saloon, beige/beige leather, low mileage, superb condition; choice of two from £499. (1675)

THREE months' guarantee; terms: exchange; late—Stockwell Rd., S.W.9. Brixton 6251. (16370)

(May) Morris 6-cylinder saloon, green, brown leather upholstery, recorded mileage, 10,000. (16056)

WILCOX (SLOUGH), Ltd., Chandos Rd., Slough, Bucks. Tel. 21429. (15663)

1950 Morris Six saloon, 4,000 miles—Autowork, Ltd., Winchester 4234. (15955)

1950 Morris Six saloon, radio, heater, 7,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 16042. (16193)

1950 Morris Six saloon, black/brown, tartan cover, heater, floodlamps, etc., immaculate, £1,050. (16193)

H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (16554)

4500 miles. 1950 Morris Six saloon, heater, 10,000 miles, immaculate condition throughout. (16193)

£1,095—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Sloane 5557-6970. (15935)

1950 (May) Morris Six saloon, perfect condition, leather, one owner since new, small, immaculate, 10,000 miles. (16758)

1950 (May) Morris Six saloon, perfect condition, leather, one owner since new, small, immaculate, 10,000 miles. (16758)

MORRIS SIX Cars Wanted

THE CAR MART, Ltd., wish to purchase Morris Six cars—150, Park Lane, W.1. Grosvenor 3434. (10776)

1938 Morris 8 Utileon, very smart, sprayed grey last year, good tyres, mechanically perfect—Lay, 42, Mulgrave Rd., W. (16564)

MORRIS MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee—138, Kings Rd., S.W.5. Tel. Finsbury 4901. (15944)

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (10776)

SOLE London distributors of Morris cars, wish to purchase post-war Morris cars in good condition. (10776)

MORRIS House, Berkeley Sq., W.1. Tel. Mayfair 7690. (10776)

STEWART & ARDEN, Ltd.

MORRIS wanted—Smith's, 86, Chalk Farm Rd., N.W.1. G. Tel. 2767. (10524)

ARSTON MOTOR CO. for your Morris—Tel. 881. (10524)

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris dealers require cars in first-class condition. Mayfair 5242. (10114)

CASH buyers of low-mileage Morris Minor, Oxford and Six, distance no object—Haltens, Lord St., Southampton. Tel. 2265. (1678)

C. A. PETO, Ltd., 42, North Audley St., W.1. urgently require post-war small mileage Morris cars in first-class condition—May. 2004. (16119)

Morris Spares and Service

WEST London 25 Rogers Garage, repairs and service, stockists, New address, Wellingbury Ave., Paddocks, Wick Rd., W.6. Riverside 2644-5. Old and new friends welcome. (16119)

MORRIS 8 owners—take advantage of our comprehensive stock of spare parts and replacement units; first on application—Perry's, Morris 8 Specialists, John St., Sheffield, 2. Tel. 222. (10285)

JOE THOMPSON (MOTORS), Ltd., offer:

RHD 1948 Nash 4-door saloon, colour black, very smart, all extras, £1,850. (1948)

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins), Ken. 4056. (1948)

£595—1949 (registered) 1943 model "new look" Nash 1.5, de luxe saloon, black, clean condition, steering column, West End Lane, N. (16782)

JOE THOMPSON (MOTORS), Ltd., offer:

1950 Oldsmobile 4-door saloon, registered 1951, hydraulic drive, radio, etc., low mileage. (16119)

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins), Ken. 4056. (16119)

DISTRIBUTOR (RAWLEIGH), Ltd., Sales, Service, Spare Parts, Blandford Heath, nr. Liphed, Surrey. Tel. Lingfield 5501. (16119)

1938 5-cyl. Oldsmobile car chassis, fitted with box body, van body, seating accommodation for eight, mechanically sound and of first-class appearance; price £499. (16119)

DISTRIBUTOR (RAWLEIGH), Ltd., Blandford Heath, nr. Liphed, Surrey. (16119)

OLDsmobile main dealers for London, Middlesex, Essex and adjoining counties—Lex Garage, Ltd., 2, Lexington St., W.1. (Gerrard 5600). Service Workshops and Spare Parts, 2, Pennington Rd., Westbury-on-Trym, W.11. (Bayswater 6626-7). (10576)

OLDsmobile Cars Wanted

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars. (16119)

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 5600. (16119)

SIMPSON'S MOTORS (WEMBLEY), Ltd. require Oldsmobiles (1937 onwards)—Wembley 8691-930

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

CHARACTER CARS offer:

A SELECTION of vintage and sports cars, 2- and 4-seaters (see average condition, please telephone for details of current stock).

PARTICULARS of vintage and sports cars for disposal with photographs and price required, will be gratefully received and acted upon immediately.

CHARACTER CARS, 124-126, Haydon Rd., Wimbledon, S.W.19. Liberty 767-2. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 till 7. (1950)

CAMDEN MOTORS sports cars.

ALLARD foursome drop head coupe 1950, steering column gears.

ALLARD 4-seater tourer, 1949, 11,000 miles.

ALLARD 2-seater roadster, 1948, silver grey.

LVIS Speed 20 Vanden Plas sports saloon, 1934.

LVIS Speed 20 Vanden Plas drop head, 1934.

LVIS Speed 20 Chariotworth drop head, 1934.

LVIS Speed 25 Vanden Plas sports saloon, 1937.

LVIS Speed 25 Mulliner sports saloon, 1938.

LVIS 4.5-litre Mulliner sports saloon, 1937.

LVIS 12/70 sports saloon, 1938, £300 overhaul.

LVIS 12/70 foursome drop head coupe, 1939.

LVIS 12/70 sports saloon, 1940, one owner.

LVIS 14hp Tickford foursome drop head, 1940.

RILEY 1½-litre 12hp Kestrel saloon, 1934.

RILEY 1½-litre 12hp Kestrel saloon, 1935.

RILEY 1½-litre 12hp Kestrel saloon, 1936.

RILEY 1½-litre 12hp Kestrel saloon, 1937.

RILEY 1½ Kestrel saloon, Sprite engine, 1937.

RILEY 1½ Kestrel saloon, overdrive, 1938.

RILEY 1½ Nuffield saloon, manual gears, 1939.

RILEY 1½ drop head foursome coupe, 1940.

RILEY 16/4 Kestrel saloon, 1938, £140 bills.

RILEY 9 Kestrel saloon, 1935, dual carburetors.

RILEY 9 sports saloon, 1937, engine altered.

C 10hp sportsman's saloon, 1936, special body.

A M.W. foursome drop head coupe, type 45, 1937.

C P.A. Midlet 2-seater, 1934, S.R.O.

C P.A. Midlet 2-seater, 1935, engine sleeved.

C T.A. Midlet 2-seater, 1937, new hood, etc.

C T.A. Midlet Tickford drop head, 1939.

C 1½-litre 12hp sports saloon, 1934.

C 1½-litre 12hp drop head foursome, 1938.

C 1½-litre 12hp sports saloon, 1939.

C 2-litre sports saloon, 1939, repainted.

C 2.6-litre sports saloon, 1939, exceptional.

A 10hp front-wheel-drive 4-seater sports, 1939.

A 10hp front-wheel-drive 2-seater sports, 1938.

A 10hp front-wheel-drive 4-seater sports, 1938.

A 10hp front-wheel-drive 4-seater sports, 1937.

SINGER Le Mans 2-seater special sports, 1934.

SAILTON Straight 8 open 4-seater, 1935.

SAILTON open 4-seater, bills £300, 1939.

SAILTON Straight 8 sports saloon, 1936.

LAGONDA 4½-litre sports saloon, 1934, £150 bills.

LAGONDA 4½-litre sports saloon, 1936, superb.

FOR full details and prices of above, call, write or phone.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard Beds. Tel. 767-2. (1950)

SPRINGBOO MOTORS offer:

1932 Riley Monaco, completely rebuilt 1947, immaculate condition, all-metal body, 1939 terms, £195.

1935 E.W. Wolseley Daytona 4-seater tourer, very clean condition, mechanically perfect; £220.

1937 Austin 7 special, professionally built aluminium 2-seater body, high lift cars, h.c. pistons, Alfa head steering stabilisers, 4-speed remote box, 50 in third; £195.

1935 1½-litre Riley Kestrel saloon, rebored, new crankshaft, engine not yet run-in, first-class condition throughout, fitted radio, choice of 2, £225.

1937 Invicta 5-litre 8-seater, rebuilt 1945, with super streamline body, streamline hood, 1945 suspension, selector box 100mph; £275.

SPRINGBOO MOTORS, Ltd., 141-143, Green Lane, Palmer Green, N.17. Boreas Park 5760. Also 415 St. Albans Rd., Watford 7455. (1950)

CORNAUGHT ENGINEERING offer:

1938 30hp Alfa Romeo, completely overhauled and recommissioned by us, £10 tax, excellent condition throughout, first offer over £400.

A LFA-ROMEO 2-litre, fitted with beautiful, streamline-lined 2-seater body, finished in opalescent blue, most immaculate car; £375.

CORNAUGHT ENGINEERING, Portsmouth Rd., Send, C. Surrey, Ripley 3122. Open Saturday afternoons and for inspection, Sundays. (1952)

SPORTS CARS

ROWLAND SMITH'S for Sports Cars.

1935 Alfa Romeo, 1948, sports 4-seater, metallic grey, lawn leather, cancelled hood, specially tuned engine, very carefully used, exceptional condition, terms, exchanges—Rowland Smith, Ismay.

1935 Alfa Romeo, 1948, sports 4-seater, red, low leather, Arnott supercharger, outside exhaust, large rear tank, cycle-type wings, standard and racing screws, good tyres, carefully used, exceptional condition, terms, exchanges; list: open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (1971)

HARRY LESTER, sports car specialists, offer:

1947 Riley 1½-litre saloon, black, green hide, radio, 35,000 miles speed; £345.

1946 M.G. T.C. black, red leather, very good condition; £425.

1938 Fiat 500, extensively overhauled; £235.

LESTER (CARLS), Ltd., Bath Rd., Thatcham, Berks. Tel. 351. (1950)

LVIS 12/50 T.A. 2-seater, 1938, in nice order throughout; £185.

RICHARDS & BROWN, Ringers Rd. (off High St.), Bromley, Kent, Ravenshoe 6379 and 0191, 14056.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 5041 (4 lines).

ONE three mainline from Northdown Tube Station, vicariously or District line.

The Biggest and Best Selection of Sports and touring cars in the country.

L cars over £150 are offered with our 3 months' written guarantee.

AR.C. Repairs, A.A. Garage, Member M.A.A. Specialised Repairs, Modern Service Station.

A 4-litre drop head foursome, 1936, £365.

A 2-litre drop head with dicky, 1935, £325.

LVIS Speed 20 V.D.P. drop head foursome, 1935, £445.

A Alfa Speed 20 V.D.P. drop head foursome, 1935, £445.

LVIS Crest Eagle 20hp saloon, 1934, £145; Allard 12, specimen car, 1950, £1100.

AUSTIN 16 convertible car, 1937, £325; Austin 18 saloon, 1937, £235; Austin 18 carolitolet, 1935, £235.

STEER MARKET 2½-litre sports saloon, checked throughout, spotless, 1937, £245.

BENTLEY 4½-litre blower V.D.P. tourer, 1931, £445.

BENTLEY 4½-litre V.D.P. tourer, 1932, £445.

BENTLEY Red Label V.D.P. tourer, 1925, £265.

BENTLEY Blue Label Gurney Nutting tourer, 1925, £245.

BENTLEY Blue Label Vanden Plas tourer, all original, 1936, 1937, £295.

CHRISTIE Airflow 30hp de luxe saloon, 1935, £195.

CHRISTIE 20hp utility, 1936, £175.

CRAZER NASH-B.M.W. Type 45 carolitolet, 1938, £325.

CRAZER NASH, 1938, £195.

POLAR V 8 Model 61A convertible saloon, 1939, £265.

Ford V 8 saloon, 1937, £185.

H shooting brake, 1938, £275.

JAGUAR 2½-litre sports saloon, 1936, £175; Jaguar 2½-litre sports saloon, 1935, £145.

LAGONDA 16/80 convertible saloon, 1934, £225.

LAGONDA 2½-litre Rapido chassis 1935, £175.

LAGONDA 16/80 Vanden Plas 2½-seater roadster, new hood, spotless, 1935, £255.

L See under "S" M.C. column.

MERCEDES-BENZ Type 270 drop head coupe, 1934, £495; Morris 8 saloon, 1936, £165.

MORRIS 8 de luxe saloon, 1938, £295; Morris 8 de luxe saloon, 1937, £245.

LDSMOBILE 27hp drop head coupe, radio, heater, good tyres, low mileage, 1936, £225.

RILEY 2½-litre roadster, 1950 (August), £1,450.

RILEY 1½-litre saloon, 1936, £195.

RILEY 15/8 Falcon saloon, 1936, £275; Packard 30hp (import), 1930, £325.

AUSTIN Special 8 streamlined coupe by Berkeley, 1934, £175; Falcon saloon, 1934, £175.

OLLIE-MOYCE—See under "S" column.

SUNBEAM-TALBOT 30 saloon, 1943 (August), £345.

SUNBEAM-TALBOT 30 drop head foursome, 1946, £395.

SINGER 9 Bantam saloon, 1939, £265; Singer 9 Bantam saloon, 1936, £225.

SINGER 9 Le Mans 4-seater, 1936, £245; S.B.T. 270 drop head foursome, 1938, £195.

TALBOT 75 10hp saloon, 1937, £275; Talbot 105 saloon, 1934, £165.

TRIUMPH 1800, 1947, November, £725.

TRIUMPH Dolomite 1½ 4 saloon, 1938, £395.

VADZIAL 10hp de luxe saloon, 1939, £445.

TRIUMPH 9hp 2-seater, 1932, £295. (1948)

WOLSELEY Hornet Special 2½-seater sports, smart silver grey, £150—56, Royston Ave., Southport. (1947)

1935 Aston Martin 1½-litre spn., perfect mechanical condition, bodywork sound & black cellulose immac., good tyres, hood, etc., outstanding performance; £325.

CERRARD BROS., The Soho Garage, Soho Sq., W.1. Cerrard 6678-9. (1950)

1938 S.B.T. 1½-litre sports 2-seater, recently thoroughly overhauled at cost of £175 (receipts available), A.A. or R.A.C. inspection wherever.

C & W MOTORS, Ltd., Queen's Head Garage, East Finchley, N.2. Finchley 6286 (3 lines).

VINTAGE AUTOS, specialists in Vintage, Continental sports and racing cars; always at least 30 cars in stock; 1000-1905, Farnham Rd., Clonsilla, Brighton 8334. (1951)

INVICTA 1935 100mph drop head coupe by Corsica, attractive black cream and black paintwork and tyres in very good condition; £550; seen London.—Tel. Fulham 4807 after 7.30 p.m. or before 9 a.m. (1951)

JAGUAR 1600 1939 drop head foursome, recently extensively overhauled, new tyres, king pins, shockers, battery, carburettor, excellent condition, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 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2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 2924, 2925, 2926, 2927, 2928, 2929, 2930, 2931, 2932, 2933, 2934, 2935, 2936, 2937, 2938, 2939, 2940, 2941, 2942, 2943, 2944, 2945, 2946, 2947, 2948, 2949, 2950, 2951, 2952, 2953, 2954, 2955, 2956, 2957, 2958, 2959, 2960, 2961, 2962, 2963, 2964, 2965, 2966, 2967, 2968, 2969, 2970, 2971, 2972, 2973, 2974, 2975, 2976, 2977, 2978, 2979, 2980, 2981, 2982, 2983, 2984, 2985, 2986, 2987, 2988, 2989, 2990, 2991, 2992, 2993, 2994, 2995, 2996, 2997, 2998, 2999, 3000, 3001, 3002, 3003, 3004, 3005, 3006, 3007, 3008, 3009, 3010, 3011, 3012, 3013, 3014, 3015, 3016, 3017, 3018, 3019, 3020, 3021, 3022, 3023, 3024, 3025, 3026, 3027, 3028, 3029, 3030, 3031, 3032, 3033, 3034, 3035, 3036, 3037, 3038, 3039, 3040, 3041, 3042, 3043, 3044, 3045, 3046, 3047, 3048, 3049, 3050, 3051, 3052, 3053, 3054, 3055, 3056, 3057, 3058, 3059, 3060, 3061, 3062, 3063, 3064, 3065, 3066, 3067, 3068, 3069, 3070, 3071, 3072, 3073, 3074, 3075, 3076, 3077, 3078, 3079, 3080, 3081, 3082, 3083, 3084, 3085, 3086, 3087, 3088, 3089, 3090, 3091, 3092, 3093, 3094, 3095, 3096, 3097, 3098, 3099, 3100, 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3109, 3110, 3111, 3112, 3113, 3114, 3115, 3116, 3117, 3118, 3119, 3120, 3121, 3122, 3123, 3124, 3125, 3126, 3127, 3128, 3129, 3130, 3131, 3132, 3133, 3134, 3135, 3136, 3137, 3138, 3139, 3140, 3141, 3142, 3143, 3144, 3145, 3146, 3147, 3148, 3149, 3150, 3151, 3152, 3153, 3154, 3155, 3156, 3157, 3158, 3159, 3160, 3161, 3162, 3163, 3164, 3165, 3166, 3167, 3168, 3169, 3170, 3171

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1948 (January) Vauxhall 12 sunshine saloon, 16,000 miles, black/brown—Gerry Brenne Motors 25-57, Bury, W. Essex 588. London W.8. Western 4351. Trade only. (6788)

1946 Vauxhall 12 de luxe saloon, at present in our own workshop for complete reconditioning and fitting new carpets to match the brown leather interior, when finished will represent a really outstanding and most attractive car, mechanically in excellent condition, fitted works engine 1951, small mileage since new, very excellent, steering and brakes perfect, taxed and delivered free £395; terms and exchange—Maidstone Eng. Co., Cross St., Pendleton, Salford 6. Pen. 5457. (5416)

Vauxhall 14
B. J. HUNTER, Ltd. offer—

1940 Vauxhall 14 saloon, engine maintained, £350—Below.

J. HUNTER, Ltd. 22, Crickwood Broadway, B.N.W.2. Tel. Gladstone 6303. (9145)

225 ens.—1936 Vauxhall 14 de luxe saloon, clean car.—Beion.

425 ens.—1939 Vauxhall 14 de luxe saloon.—Autosnips, 5, Balham High Rd., Balham 1509. (6736)

Vauxhall 14 1/2 type first registered 1947, fitted with radio and heater very clean, full particulars on application.

ALINGTON MOTOR CO., Ltd. High Rd., Ponders End, Enfield 10. (6788)

1936 Vauxhall 14 sports saloon, excellent order, £265; 3 months' guarantee; terms and exchange—

JACK WILLIAMS MOTORS, Ltd. 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (5596)

1947 (Nov.) Vauxhall 14 one owner, black, brown leather upholstery, radio, heater, new tyres. £725.—Bos 6037. (5804)

1948 (model) Vauxhall 14 saloon, black with brown leather, fitted reconditioned engine and front suspension, £650.

FERRARIS OF CRICKWOOD Ltd., 200-222, Crickwood Broadway, N.W.2. Glia. 2251. (6806)

2255—1936 Vauxhall 14 de luxe saloon, fitted with 49 cc. cylinder, 180-184, West End Lane, N.W.6. Hampstead 6430. (5701)

1938 Vauxhall 14 de luxe touring saloon, fitted completely overhauled at a cost of £150; £365, or on hire purchase terms.

KING'S AUTOS, 725-727, High Rd., Seven Kings, Croydon 10. Tel. 3560 and 5527. (5637)

1938 Vauxhall 14 saloon, nice order, £560.—Smith & Furness, Ltd., 23, Kennington High St., London, W.14. Tel. Western 2512. (6410)

1947 Vauxhall 14 saloon, one owner, reconditioned black, brown leather upholstery, excellent condition throughout, £540.

CAPITAL MOTOR CO., Ltd., Tottenham Lane, N.8. (5610)

Vauxhall 14 de luxe saloon, black, brown hide, all original condition, mechanically quiet and very easy running, exceptional model for the year 1937. £565.

TIMMS MOTORS, Colnetts Rd. Upper Richmond Rd., S.W.15. Putney 2543. (5650)

2745—1948 Vauxhall 14 saloon, late registration, black, brown leather, extremely good condition and outstanding value for money; guarantee in writing.

CAMDEN MOTORS, Ltd. Lake St., Leichon Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars. Hire purchase, part exchanges, free delivery. Showrooms open till 8 p.m. Monday to Saturday. (5515)

1946 Vauxhall 14 J-type saloon (21), absolute late 1948 touring saloon, black, brown leather, 16,000 miles, fitted with de luxe, just overhauled, gift, £525.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725-35. (5765)

2565—1948 Vauxhall 14 saloon, late registration, black, brown leather, extremely good condition and outstanding value for money; guarantee in writing.

NORTHERN MOTORS OF HARROW, 186-194, Pinner Rd., Harrow 4444-4624. (6724)

Vauxhall Wyvern & Velox
CAR MART, Ltd.

1950 (Nov.) Vauxhall Wyvern saloon, 8,000 miles, £1,115.—Car Mart, Ltd., 230, Roan Rd., N.W.1. Euston 1212. (6639)

WARWICK WRIGHT, Ltd. offer—

1950 Vauxhall Wyvern saloon, grey, brown leather, heater, 6,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (5714)

1950 (Nov. 30th) Vauxhall Wyvern, brown, brown hide, 5,000 miles.

J. O. FOX (WTON), Ltd. Bath Rd., Wolverhampton, J. Tel. 25629. (5549)

Vauxhall Velox, Feb. 1950, perfect condition, low offer over £325.—Glynne, Crofton, Radley, Cardiff. (6286)

1950 Wyvern saloon, blue, with brown leather upholstery, 18,000 miles, first-class condition.

G. & R. GARAGE, Ltd., 35, Victoria Rd., Surbiton, G. Elmbridge 6755. (5745)

1950 Vauxhall Velox saloon, heater, 5,000 miles.

BRITISH & Colonial Motors, Ltd., 50, St. Martin's Lane, W.C.2. Tem. 5588. (6041)

1950 (Oct.) Vauxhall Wyvern saloon, 5,000 miles, black, brown leather, perfect condition.

11,000—Kaye Whitechurch, Bucks. Tel. 200. (5643)

2975—1950 Vauxhall Wyvern saloon, radio, 21, 11,200 miles, black with brown leather, 1950, Working Motors (Maybury Hill), Ltd. Woking 1205. (5014)

1950 Vauxhall Velox, immaculate condition, fitted with radio, heater, mats, etc., one owner, taxed and insured and immediately available.—Barnet 4059. (5529)

CYRIL SHEPARD offers: 1948 (Oct.) Vauxhall Wyvern, 11,000 miles, black, brown leather, perfect condition, low mileage, guaranteed, £350; 1950, as new, £350.—Cyril Shepard, Sherbrooks Hill, Reading 2545-6. (6074)

1950 Vauxhall Wyvern saloon, heater, 7,000 miles.

BRITISH & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5588. (6040)

1949 Vauxhall Wyvern saloon, radio, heater, radiator, very small mileage, superb condition, one careful owner, and could be described "as new".

A. E. FALMER MOTORS, Ltd., 12, Church St., Luton, A. Tel. 4212. (5583)

NAYLOR & ROOT, Ltd.—1949 Vauxhall Velox, black, 11,000 miles, one very careful owner; £395; 3 months' guarantee; choice of 100 quality cars; demonstrations free within 100 miles, terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. (6587)

Vauxhall Wyvern & Velox Cars Wanted
CASH buyers of low-mileage Vauxhall and Velox Vauxhall, Wyvern, Buick, Oldsmobile, Hattens, Lord St. Southport. Tel. 2268. (0805)

Vauxhall 26
1957, 25hp touring saloon (reg. Oct. 1957), black with brown hide upholstery, one owner, very good condition; £545.—Panties Service Garage, London Rd., Guildford 5226. (6596)

OXFORD Fire Brigade have for disposal a 25hp Vauxhall saloon car, first registered 1952, the car has been maintained to a high standard and may be seen at the Fire Station, George St., Oxford.—Offers in plain sealed envelopes should be addressed to The Town Clerk, Town Hall, Oxford. (5618)

Vauxhall 27
1955 Vauxhall 27hp 7-str. pace-forward, two owners, perfect condition throughout, £550; terms and exchange.—R. Rose, The Lynch Garage, Uxbridge, Uxbridge 5226. (5298)

Vauxhall MISCELLANEOUS
SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

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ALINGTON MOTOR CO., Ltd., main dealers with post-war Vauxhalls.—Camden Motors, Lake St., Leichon Buzzard, Beds. Tel. 2041. (0885)

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H. A. SAUNDERS, Ltd., Radlett, Herts.

1956 Wolseley 6.80, mileage 10,000, colour black, £1,150. Radlett 5681-6.

GUY SALMON AUTOMOBILES, Ltd., offer:—

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GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1, Euston 6611.

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Guy Salmon, 180, Shaftord Rd., E.7. 17726

1956 Wolseley 6.80 5.200 miles. £590

Guy Salmon, Tel. Regate 4 (trade only). 15502

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PARADE MOTORS (MITCHELL), Ltd., 66-67, March Road, Mitcham, Tel. Mit. 5592, 16715

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FERRARIS OF CRICKLEWOOD, Ltd., 100-202, Cricklewood Broadway, N.W.2, Glia. 2254. 14559

BEARTS, of Kingston, Wolseley distributors—Sales, spares and repairs—102, London Rd., Kingston, Tel. 3540.

1956 (Oct.) Wolseley 3-50 saloon, grey, 10,000 miles. The Barnstaple Motor Co., 15550

1947 Wolseley 14, one owner, immaculate, 26,000 miles. £775. White Box 724, Spital 101.

WOLSELEY 1950 (Feb.) 6.80 saloon, black, privately owned, perfect, £395. Petit 16, Chesham Place, Brighton, Sussex.

1937 Wolseley 14 de luxe saloon, excellent, £425, payments—Vaughan, 17, Astwood Mews, N.W.7. Fro. 1914. 15660

1950 (May) Wolseley 6.80 maroon, red leather, 16,000 miles, one owner, £1,000, seen Saturday. 2201. 15915

1950 (Nov.) Wolseley 6.80 saloon, 17,000 miles, genuine grey with brown leather upholstery, one owner, £1,000, seen Saturday. 2201. 15915

SHAW MOTORS, Ltd., 606-678, Garratt Lane, London, S.W.17, Wim. 5081-2.

1937 Wolseley 14 saloon de luxe, £325. Crown Garage, Albany St. (adj. Battersea), N.W. Tel. Euston 6567 and 1530.

1939 Wolseley 10.50 saloon, original brown cellulose, low, exceptional condition throughout. £1,500. Jay, Winton, Hereford. 15084

1946 Wolseley 12hp saloon, black and brown, excellent condition, 375 examination or 1000. 6725—Haskins, Ledbrooke 1152. 15596

1938 Wolseley 14hp saloon, black/brown leather, nice order, £425—Wards of Putney 72, West Hill, S.W.15. Vandize 1533. 15247

1938 Wolseley 16hp saloon, in sound order throughout, real bargain, £345—A. Z. Motors, Palmerston Rd., N.W.6, Mai. 5723. 14158

1947 Wolseley 12.48, black with brown leather, excellent condition, £775—A. T. James, Ldney, Glos. Tel. Ldney 55 to 5 p.m. 16553

1937 model Wolseley 25 4-door de luxe saloon, excellent condition, £325—Jardine, Ltd., 225-7, Hammersmith Rd., W.6, Riverside 667-8. 12234

1950 Wolseley 6.80, maroon, with brown leather, 17,000 miles, one careful owner, private sale, £1,150—Glia, 102, Kings Rd., Chelsea. Fra. 16255

1948 Wolseley 14 saloon, one owner, reconditioned engine, £765; terms, exchanges—Williams Motors, Ltd., 18, Baltham Hill, S.W.12, Battersea 5260-5769. 16454

1939 Wolseley 14.05 saloon, one owner, green, with green leather upholstery, excellent condition, £675—R. Hardy & Son, 55, Marylebone High St., W.1, 156. Wimbok 1100. 15976

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WOLSELEY

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CAMDEN MOTORS—Wolseley 9hp 4-door saloon 1936, quite a bright looking car, sound and attractive looking coachwork and especially good mechanical order, economical, too, £295.

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LIMOUSINE 1941, 25hp, partition, forward facing, magnificent condition, black, carefully maintained. £345.

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Wolseley Cars Wanted

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E. ESTATE WATKINS, Ltd., 12, Berkeley St., S.W.1 (Berkeley 1051), and 12, Chelsea Manor St., W.1 (Fleming 8181).

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ENGINE spares all models from 1931—S. F. & D. A. 10, Moon 75, Park Way, Buscop, Middlesbrough 2422. 16623

Wolseley Spares and Service

BANKERS MOTORS (LONDON), Ltd., Tel. Baltham 1066; for Wolseley spares, sales and service—209, Baltham High Rd., S.W.17. 16081

ESTACE WATKINS, Ltd., Chelsea Manor St., W.1 (Fleming 8181), for Wolseley service, complete overhauls coachwork and reconditioned engines. 10277

R. HARDY & SON, 55, Marylebone High St., W.1, Webeck 1101; Wolseley repairs, reconditioned units, spares and repairs for all Wolseley 1937-1951 models. 10516

BROCKHURST GARAGE—Harrow agents for Wolseley sales service, reconditioned units—Gladstone Rd., Harrow Weald, Middlesex. Tel. Grimmsdyke 561. 10204

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GEORGE NEWMAN & Co., 363 Euston Rd., London, N.W.1. Euston 4466. 15589

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38 1/2 5-berry cabin cruiser, twin Veddette engines, built 1939; £1,575. Clapham's Cars (London), 38, Easton Rd., London, N.W.1. Tel. Euston 5228 (5 lines). 16026

This section closes for press at 10.0 a.m. on Fridays

COMMERCIAL VEHICLES

A CRES offer:-

1946 Commer 10cwt van, sound condition throughout, ready for work, a bargain at £225.
A CRES AUTOS, Ltd., 136 Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. (1614)

NEWNHAMS, Ltd.
Austin A40 van, plain maroon, exceptional condition, £255.
Austin A40 van, plain grey, 15,000 miles; £255.

NEWNHAMS, Ltd.
Austin A40 van, 255-7-6, Hammersmith Rd., London, W.6. Riverside 4646. (1610)

PALMER MOTORS, Ltd.

1948 (Oct.) Austin 25cwt, three-way loader, in excellent condition, £475, exchanges and terms.-35, York St., Twickenham, Putneygrove 1890. (1566)

GUY ALFREDS & Co. offer:-

1950 Ford 10cwt, 11,000 miles.

1950 Austin A40 pick-up, low mileage.

1946 Morris 2ton van, primer, fine order.-6-7, Warren St., W.1. Sutton 2266. (1612)

B. J. HUNTER, Ltd., offer:-

1946 Austin A40 pick-up low mileage, really as new, £225.

B. J. Hunter, Ltd., 222, Cricklewood Broadway, N.W.3. Tel. Gladstone 405. (11137)

WEMBLEY COURT MOTORS offer:-

1949 Standard Vanguard van, plain blue, in very good condition throughout, bargain, £600.

1946 Commer 10cwt van, in very good condition throughout, exceptional bargain, £350.-Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. (1674)

W. J. BROWN, Ltd., used Ford specialists.

1948 (11.12.47) Fordson 10cwt van, one owner, reconditioned, resprayed blue, £435.

1945 Fordson 5cwt van, £275.

W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Rd., N.W.3. Hamstead 4414. (1631)

MORGANS GARAGE (HOUNSLOW), Ltd., offer:-

1946 Bedford 10-12cwt van, black, unlettered, good tyres, recently fitted with reconditioned engine, £375.

1947 Commer Q 25, 25cwt van, very good mechanical condition, body renovated, £375.

1947 Bradford 8-10cwt utility, newly fitted with reconditioned engine, good tyres, £375.

MORGANS GARAGE (HOUNSLOW), Ltd., 730, London Rd., Hounslow, Tel. Hounslow 4422. (1585)

READ BROS. MOTOR Co. (LONDON), Ltd., offer:-

1948 Bedford 10-12cwt van, one owner, excellent.

1949 Ford 10cwt van, in spotless condition, £455.

56 Christchurch Rd., Colliers Wood, S.W.19. (14275)

NEW Austin 25cwt chassis; immediate delivery with 3-carbon bodies.

MERRIS TANNER BROS. MOTORS, Ltd., 871-5, Fulham Rd., Fulham, S.W.6. Riverside 3454-5. (1613)

MORRIS 1950 5cwt van, 15,000, £390, snip.-157, Richmond Rd., Brixley.

RELIANT 3-wheeler van, 750, 1951, perfect condition, £250 or nearest offer.-Temple Bar 1917. (15926)

1950 Joseph Bradford 10cwt van.-Autovox Ltd., Winchester, Winchester 4834. (15966)

40 pick-up truck, 1949, excellent condition, chassis maintained, one owner.-Tel. Langham 4717. (15866)

A FIRM requires offers for two good pre-war Austin 12 vans.-Seen: 127, Parkway, N.W.1. Euston 2700. (16778)

1949 Austin A40 van, 12,000 miles; £600.-10, Dove, Ltd., 111-115, Addiscombe Rd., Croydon. (16006)

1948 Ford 5cwt van, one owner, guaranteed; £345, payments.-Oldfield, 566, Kensington High St., W.8. Western 6621. (15976)

£245.-1948 (registered) Morris 10cwt van, large, 3000, 12 engine fitted, any trial, £600.-N.W.6. Hamstead 6480. (15705)

1949 (Sept.), 10cwt Ford van in prime condition, 12 engine fitted, any trial, £460.-Greshott, Hitheridge 4447. (16025)

1949 Scott Morris Commercial delivery van, 12 engine, 1948, £450.-A Bell & Sons, Ltd., Catford, Hitheridge 4447. (15906)

COMMER Q4 van, first registered April, 1948, 12 engine, 1948, £450.-Reading Garage Co., Ltd., Corb. St., Reading. (15906)

BRADFORD vans for sale, serviced by us, main agents since 1922.-Bunting's Motor Exchange, Bonners Lane, Havre, Tel. 6264-6. (10994)

FORD V8 ex-W.D. 30cwt steel truck, 10,000 miles, unregistered, as new mechanically.-Kins's Motors, 100, N. Circular Rd., Brixley. (15906)

CASES MOTOR MART.-1950 Austin A10 pick-up, 16,000 miles, £425, bargain, written guarantee, 3000, 12 engine, 1949, £450.-W.1. Euston 4110. (16450)

1950 (late) Trojan 15 van, low mileage, 1616 cc, 12 engine, 1949, £450.-John Gray, 30, H. Nutgate Lane, N.W.2. Speedwell 1242. (16116)

JOWETT main agents for Essex fitted 9-10cwt, 4cwt and light trucks.-Baxton Jefferies, Ltd., 32, Wilmshurst Rd., Didsbury, Manchester, 20, Tel. Didsbury 5446. (10040)

RELIANT four 6-cylinder vans, all maintenance, early delivery, deposit £110.-Castle Bromwich Garage, 278, Chester Rd., Castle Bromwich, n. Bus. (15906)

BRADFORD vans and utilities; a small number of surplus vehicles available on a lease basis.-C. Saunders, Ltd., 144 Golders Green Rd., N.W.11. Speedwell 0011. (16345)

£125.-Austin 10 van, 1935-6 model, excellently maintained, recently fitted new Cret and overhaul costing £75, genuine and bargain price.-1, High Rd., Finchley, N.12, Fin. 6221. (15716)

£175.-Morris 12hp seven van, topper body with single door, excellent mechanically, gift price.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12, Fin. 6221. (15716)

1950 (October) Ford 5cwt van, in black cellulose, mileage 6,000 only; £475.-R. S. Mead (Glouce), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451-2. (12254)

£80 4x4 Ford chassis, fitted twin boom, power operated, Holmes recovery gear, reconditioned, £395.-Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 4678. (11162)

1951 Austin A40 pick-up, complete with 11,12,000 miles, B.M.T.A. permission to sell; £710.-L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 5066. (15015)

MORRIS van, 12hp (1936), in good running order, exchange for car, differences made up in cash, send particulars to:-Mr. Richmond, 113, Wyvinton Rd., Sydenham, S.E.26. (16374)

1948 Fordson 5cwt van with windows and extra seats, exceptionally good condition throughout; £435.-Barnmore Service, 26, Queensway, Bayswater, W.2. Baywater 0156. (14604)

COMMER 25cwt P.C. van, first registered July, 1948, 50,000, engine and body require some attention, tyres average; £195.-Reading Garage Co., Ltd., Corb. St., Reading. (15906)

COMMER Q4 Stan 1.6 b.d. drop-side, first registered May, 1946, one owner, reconditioned engine and body, in average condition, 34-7, price in prime; £455.-Reading Garage Co., Ltd., Corb. St., Reading, Tel. 3463. (15906)

1950 (December) Fordson 5cwt van, one owner, guaranteed 5,000 miles only, never used for heavy work, bumper load, 12 engine, 1948, £450.-£450, terms, possible.-10, Winchester Meers N.W.3, Fri. 2647. (15906)

RGE & YOUNG, Ltd., offer:-1950 (March) Morris 10cwt van, 12 engine, 1948, £450, excellent condition, low mileage, finished in blue cellulose, £445.-65-69, St. Albans, Birmingham Hill, S.W.2. (1 minute Streatham Hill Station.) Pulse Hill 6464. (14540)

1950 Vanguard van, exceptionally good condition, one owner since new, 12 engine, 1948, £450, h.p. exchanges.-Noc. Roscoe, Amersham Rd., Chalfont St. Giles, Bucks. Tel. 153. (16359)

Commercial Vehicles Wanted

REQUIRED urgently.-Morris 10cwt van, low mileage, L.V.N.E. FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.15. Euston 1401. (15325)

WANTED, 1947-50 Fordson 5cwt and 10cwt vans, Arthur E. Gould, 290-2, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1944-5. (10702)

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F.O.C. CARAVAN CENTRE, 200-220, Cricklewood Broadway, Edgware Rd., London, N.W.2. Tel. Gladstone 2254. Open daily 9.30-6, Sundays 11-4. (10265)

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LARGE selection in our spacious showroom; from £175, agents for Berkeley, Willerby, Raven, Alpersen Sprites, immediate delivery, terms over 3 years; sizes available, brochures free.-237, Bratton Hill, S.W.2. Tel. 5664. (10736)

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CARAVANS! Berkeley, Willerby, Challenger, Deftant, Raven, Raven, Merlin, Falcon, Sunbeam, etc.; h.p. terms and prices from £200, these new vans on view at

STURDY CAR Co., Ltd., 44, Richmond Rd., Kingston-on-Thames (10 mins. from Kingston Station). Kin. 6560. Also large display at Waldergrave Rd., Teddington. (10810)

BERKELEY, the aristocrat of caravans, suitable for permanent dwellings or touring.-Full particulars from Eastern Motor Co., Ltd., Hammersmith, Edinbrugh, Tel. Central 6294. Telegrams: Eastmotor. (10453)

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R SOUTHERN & Co., Ltd., Wakefield Rd., Brighouse, Tel. 220. (Special caravans and body building of all types. (13624)

NEW Statecraft, £1,055; other Berkeleys from £775. 10cwt, 4-berth, 4-berth de luxe £599. 10cwt, 2-berth, £212; Safari, £356; towing, hire purchase.-Mantle's Garage, Ltd., Brixley, Tel. 2115. (11777)

CARAVAN exhibition in Essex fitted 9-10cwt, 4cwt and light trucks.-Baxton Jefferies, Ltd., 32, Wilmshurst Rd., Didsbury, Manchester, 20, Tel. Didsbury 5446. (10040)

C.N.C.C. approved models on show at Collis's Caravans, Bath Rd., Alford, Leamington Spa, write for price lists and leaflets, hire fleet for summer touring. (1081)

£175.-Sprite Coll. 5 berths: £250.-Sprite 4 berths, 11ft. £250.-Sprite Major 4 berths, 15ft. all ex-works, tempered mastic, gas lighting and cooking.-View at Purtores Ltd, 160, Haver St., S. 3.13. Tel. Woolwich 3454. (1241)

4 distributors of all leading makes of reliable caravans. We offer quick delivery of Statecraft, Consul, Consul, Marston, Investor, Woolley, Raven, Cottage, Camptender, Leyton etc.; we can offer the most attractive hire purchase terms and arrange delivery and sites with water and sanitary facilities.-Write for free copy of Caravan Topics.

WATFORD CARAVANS, Ltd., Hall Park Garage, Birkhamstead, Tel. Berkhamstead 1570-71. (10255)

LONDON CARAVAN Co., Ltd., one of the world's oldest established distributors and agents for caravans of repute, stockists of National Caravan Company approved models; if you cannot call please write or phone for full information now to our Head Office, at

Barrow-by-Sea, East Yorkshire, or to "The Mount," Canterbury Road, Birchington-on-Sea, Thanet 41657. (10544)

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A CARAVAN home at a price you can afford! We have a large stock of second-hand caravans, 2-8 berth homes, equipped for cooking, lighting and heating.

BEFORE making up your mind come and have a look around at Christmas. Fred Haude will gladly give his advice without obligation and you will be sure of getting the caravans that is exactly what you require in size, design and price.

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FULL details about caravan homes or holidays from

CHRISTIANES CARAVANS, Hatfield, End, Freiston, Boreham, Essex. Tel. Bury Park 203. (16206)

PRIVATE site with Car Cruiser caravan, towable by 12hp. loan-to-ten, toilet, cushions, sanitation, water, electricity, gas, Thames riverside, £425.-235, Willesden Park, W.2. Wil. 6893 1045. (16206)

DENARTH.-Mobile home, 3-room caravan, 22ft. h. & c. van, elec. etc., fitted carpet, armchairs, 5 months old, £720 n.o.-Gilling Tower Caravan Park, Puddle Lane, Huddersfield in Crutch, Essex. (16206)

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A 3 good as new:-

1951 Paladin Wisdom, absolutely in every respect as brand new, used once only, h.p. deposit £77, cash £298.

1950 Alpersen 4-berth Sprite, reconditioned throughout, lovely condition, £195.

1949 Eccles Active 4-berth, reconditioned throughout, guaranteed, £245.

1950/1 Raven Mignon, absolutely in as new condition throughout, £245.

1952 (model) Eccles Active, excellent condition, even cooker fitted, £288.

1951 Berkeley Messenger, 5 brand new, £225; £250; choice of several.

SEND for full lists of these exceptional opportunities; we are offering fully guaranteed for 6 months (written), h.p. terms are 25% deposit, balance monthly 10 to 3 years, write now to:-

WHITELLY AND CRESSY, Ltd., Caravan Division, Holiday Camping Site, Brighthelm, Brighton, Sussex, Tel. 7. (16215)

TWO registered 1946 Ford V.8. fitted with large coach-built bodies, suitable for conversion to mobile caravans, both in sound running condition; £145 and £150, or £250 the pair.-Tel. Mayfair 0131 or Harrow 3640. (16206)

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MORILE 1951 52 caravan for hire, large choice up to six berth motorcar, Frimley, Quesar, 8357 Dunmore Essex. Tel. 7. (10544)

SUPER self-drive motor caravans for hire, every replacement for a happy 40-as-you-please holiday.-Tel. New Cross 1292 London.

HIGH-CLASS mobile caravans hire fleet, latest models, specialist service.-Strath, Penfold House West End Rd., Bishop's Cleeve, Tel. 504. (14725)

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LESTERS and Birchington-up-Sea, two of Britain's finest caravan sites.-London Caravan Co., Ltd., Barnet, Bx-park, Elstree (1165 and 1564) and 7, Court Moor, Canterbury Rd., Birchington-on-Sea, Thanet 41657. (10555)

CARAVAN EQUIPMENT

WORTH caravan and trailer, chassis underparts, coupling, engine, fuel tank and all accessories, parts, write for lists.-Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. (10956)

WINDORS, lightweight frames in polished alloy, strong, durable and smart finish, all sizes, fixed and opening, couplings to manufacturers.-The British Motor Group Co., Ltd., 154 Cambridge Heath Rd., London E.2. Hushabout 9611-3. (13142)

NEW AND USED CARAVANS, TRAILERS, ETC.

CARAVAN EQUIPMENT

HOLDER-CHASSIS caravan chassis, sales, ball couplings, jockey wheels, etc., sound design and superior workmanship—The Holder Chassis Co., 245, Waterhampton Rd., Heath Town, Waterhampton, 10441.
SMALL alloy sinks from 30", complete cabinets, 24", 26" and 28" diam. round, various colours for painting, splashbacks, etc., 2 1/2 square ft. flush fitting, folding ablution cabinets, 24", fresh water tanks, 10 gallon, 25", all roof hose collector blankets, slight repairs, canvas British Airways, 18/- to 22/- each; folding tables, finished cream, padded tops, various sizes, 50/-; 50" blue mosquito, non-fray, flameproofed, for carpets or upholstery, 22 yds.; everything for caravan builders, awnings, mouldings, etc.—Wings, 195, High St., West Wickham, Kent. (1957)

CARAVAN ACCESSORIES

CAR makers approve Witter towing brackets—Witter, 134, Foregate St., Chester. (1957)
TRAILERS
PRATT trailers, 3-10 ft. carrying capacity for touring, camping, farming, boating, etc.—Pratt Engineering Co., Northlitherton, Yorks. (1954)
RIGGS 4-wheel completely covered trailer for sale, 18ft 2in x 5ft 6in x 6ft 6in, equipped with side windows, easily adaptable, £500, or near offer—Southern Tyne Laundries, Andover. (1959)
LONDON stockists for Brookhouse and Taskers trailers for private and commercial purposes; delivery from stock, trailers available for hire—Jarvis & Sons, Ltd., Morris House, Morden Rd., S.W.19, Liberty 8221. (1951)

CARAVAN JOURNALS

EVER thought of a Home-on-Wheels? If so, read "Modern Caravan," the monthly magazine of the mobile home; packed with interesting and useful information, new road tests, practical advice, etc., wonderful shillingworth from any bookstall, or 12s from 175 Great Portland St., W.1. (1952)
IF as a motorist you value "The Autocar," then as a caravanner you want "The Caravan," for 18 years the guide and friend of caravanners, old hands and novices; the original and biggest caravan magazine, expert and enjoyable; 5d monthly from your newsagent or by post 12s a year from—A. C. Burt, Publisher, Caravan Publications, Link House, 24, Store St., London, W.C.1. (1953)

NEW CARS FOR SALE

ALLARD
ARTHUR E. GOULD, Ltd., 280-292, Regent St., W.1, A and B-14, Meard St., Soho W.1 (1957)

MAIN distributors for all Allard models.
PHONE or write for details or demonstration. (1943)

FULL particulars of all Allard models can be obtained from Allard Motor Co., Ltd., 24-26, Chancery Lane, S.W.1, Tel. Maccary 5231. (1952)

ALVIS
ALVIS sales, spares and service

JAMES H. GALT, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.5, Tel. Douglas 7596. 1951

CHARLES POLLETT, Ltd.—Alvis repair specialists
OFFICIAL Alvis spare parts stockists

TRADE supplied
SERVICE—Burnside Vaux, 48 Elgin Avenue, W.9, Tel. Cuantham 5956-7-8. (1957)

MANCHESTER—Alvis main agents, sales and service
M. A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Mer. 19, Bus 2574-5. (1952)

PASS & JOYCE, Ltd.
LONDON and district distributors for the new design Armstrong Bulldozer car.
184-190, Great Portland St., London W.1, Museum 1001. (1951)

HENLY'S, Ltd., 1-5, Peter St., Manchester—Armstrong Bulldozer distributors for Lancashire and Cheshire. Tel. Blackfriars 7843. (1953)

ASTON MARTIN
HAROLD RADFORD & Co., Ltd., off. fully appointed Aston Martin retailers, sales and service at Melton Court, South Kensington, London S.W.7. Kensington 6642 (5 lines). (1952)

AUSTIN
CAR MART, Ltd., London Austin Distributors, accept orders for delivery in rotation—297, Roston Rd., N.W.1, Euston 1212. (1951)

PRIDE & CLARKE, Ltd.
OFFER favourable delivery Austin Silverline saloon—237, Brimston Hill, S.W.2, Tulse Hill 5643.5, 1951

BREW BROTHERS, Ltd., agents for Austin cars, spares and service—135, Old Brompton Rd., S.W.7, R. 245. (1951)

L. F. DOVE, Ltd., main dealers and vehicle distributors Austin and now for the Austin 7—111-113, Addiscombe Rd., Croydon, Addiscombe 5266. 12915

BENTLEY
CAR MART, Ltd.
OFFICIAL retailers will be pleased to accept orders for future delivery for the Bentley Mark VI, with standard or special coachwork.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 5474. 1950

CROSE, Ltd., Northampton.
OFFICIAL Bentley retailers.
SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4543. (1959)

DAVID ROSENFIELD, Ltd.
OFFICIAL Manchester Bentley and Rolls-Royce retailers.
SHOWROOMS 74 Deansgate, Manchester

PHONE: Blackfriars 4842
SERVICE station: Cheetham Hill Rd.

MANCHESTER, 8, Tel. Blackfriars 2502 (1956)

ARNOLDS OF MANCHESTER
OFFICIAL Bentley and Rolls-Royce retailers.
SHOWROOM sales and service

DEMONSTRATION car available
WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, Tel. Ardwick 4361. (1951)

JACK GIDDING, of Mayfair, the official retailers, will be pleased to quote delivery of new and used Bentley and Rolls-Royce cars on application—Audley House, North Audley St., W.1. Mayfair 5242. (1951)

TRIPPON BROS., Ltd., the latest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1903—Rippon Bros., Ltd., Rinderfeld House, W.1. (1949)

BOND MINICAR

RAYMOND WAY, of Kilburn
RAYMOND WAY, The Bond Distributors.

1952 Bonds for early delivery, special service department particularly for Bonds, under Bond-trained service manager; spares for all models; free advice to all Bond enthusiasts; apply for the nearest station to your Post-War Car Department—Kilburn Road, N.W.5, Maida Vale 5044 (20 lines). (1953)

PRIDE & CLARKE, Ltd.
BOND MINICAR distributors, pay deposit and drive away—237, Brimston Hill, S.W.2, Tulse Hill 5643.5. (1952)

OXFORDS OF BLACKPOOL—Bond Minicar main agents, immediate delivery, spares—Whitehouse Drive, Blackpool, Tel. Marton 754. (1954)

CENTRAL GARAGE (CROYDON), Ltd., distributors for Bond Minicar, offer early delivery, full service and spare parts—Fell Rd., Croydon 7464. (1947)

CLAUDE RYE, Ltd., have the 1952 Bond Minicar in stock for immediate delivery, choice of colours, terms 12 months. Pay deposit and drive away! Don't wait for the spring, make sure of one of these now—Write for catalogue and full details—895-921, Fulham Rd., London S.W.6. Roeham 6174. (1957)

F.N., Ltd.
OFFICIAL Bristol retailers.

FALCON WORKS, London Rd., Isleworth, Tel. Hounslow 0011. (1947)

KEVILL DAVIES & MARCH, Ltd.
OFFICIAL Bristol retailers.

41-42, Hay's Mews, Berkeley Sq., W.1, Gros 2563. (19295)

ARNOLDS OF MANCHESTER
DISTRIBUTORS of Bristol cars

SPARES, sales and service
DEMONSTRATION car available

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, Tel. Ardwick 4361. (1951)

SCOTLAND and Northern England, consult the engineers—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.5, Tel. Douglas 7596. (1951)

ANTHONY CROOK—Latest models 401 with all modifications on view now at Anthony's Crook Motors Ltd., leading distributors of Bristol cars—Caterham Hill, Surrey, Tel. 2232-3. (1954)

BUICK—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1, Tel. Regent 7121. (1959)

CADILLAC—Sole concessionaires, Lendrum & Hartman Ltd., Buick House, Albemarle St., London, W.1, Regent 7121. (1952)

CHEVROLET
DISTRIBUTORS for London and Home Counties require used Chevrolet cars—British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2, York 3508. (1951)

DAIMLER
WADHAM BROTHERS, Ltd., Daimler and Lanchester distributors for Hampshire—Consult us regarding delivery—Automobile House, Banister Rd., Southampton (tot. Tel. 2591). (1951)

SELBORNE (MAYFAIR), Ltd.—Concessionaires for G.B. Brit. Empire, U.S.A.—82, Park St., W.1. (1956)

SELBORNE (MAYFAIR), Ltd.—Concessionaires for G.B. Brit. Empire, U.S.A.—82, Park St., W.1. (1956)

WHEELERS (NEWBURY), Ltd.
DELOW distributors for Berks and Hants; sales and service; demonstrate cars.

WHEELERS (NEWBURY), Ltd., The Broadway, Newbury, Tel. 1020. (1945)

GORDON GARAGE (DULWICH), Ltd., Delow distributors for London and South-Eastern Counties, sales and service—33-35, East Dulwich Rd., London, S.E.22, New Cross 2456. (1951)

FORD
ARTHUR E. GOULD, Ltd., main Ford dealers; sale, Regent St., W.1, and 143 Meard St., Soho, W.1, Lendrum 1594-5, Service Minerva House, Chancery St., W.1, Museum 6074. (1956)

F. H. PEACOCK, Ltd., main Ford dealers—Sales and service coachbuilding, insurance—219-221, Braham High Rd., S.W.17, Balmes 4801 (5 lines), 104, Ford Rd., Folkestone, Folkestone 5122 (2 lines). (1959)

FRAZER NASH
REQUESTS for literature and information in respect of the Frazer Nash, Le Mans Replica, Mille Miglia and drop head coupe models should be addressed to A.F.N. Ltd., Falcon Works, London Rd., Isleworth, Hounslow 0011. (1947)

FRAZER NASH

1952 new and unrestored Frazer Nash Mille Miglia model, finished in ivory with red leather upholstery, offered at 1st price, purchaser unable to accept delivery, special hood, windscreen and script cover fitted, drop top, luggage accommodation.
GEORGE NEWMAN & Co. (BRIGHTON), Ltd., G. Brighton 26102-3-4. (1952)

H. W. MOTORS, Ltd.
WE can offer immediate delivery of the latest Healey Tickford saloon, finished in maroon with leather upholstery, £2 490. (1952)

H. W. MOTORS, Ltd., Walton-on-Thames 783 & 1437. (1952)

IMMEDIATE delivery, new and unrestored 1952 2 1/2-litre Healey Tickford saloon, burgundy with beige leather.
H. W. MOTORS, Ltd., Walton-on-Thames, 2404.5.6. (1951)

18 stock for immediate delivery, brand new 1952 model, 2 1/2-litre Healey 2-door Tickford saloon, colour grey, red leather upholstery, white piping.

1.50 Abbott drop head coupe for quick delivery; colour black, red leather.
C. ALEXANDER, Ltd., 130, Deansgate, Manchester 3, Tel. Deansgate 4795-6. (1956)

1952 Healey with Tickford sports saloon body, maroon and beige trim, for quick delivery—Full details: Northampton Motor Services, Northampton Tel. 2862. (1954)

HILLMAN
BARNET area—Hillman main dealers—Hadley Green Garage, 202-204, High St., Barnet 0552. (1941)

HAROLD RADFORD, H.R.G., Ltd., sole distributors for London and Home Counties—Sales and service at Melton Court, South Kensington, S.W.7, Tel. Kensington 6642 (5 lines). (1952)

FOR delivery May/July, new Hummer chassis, fitted dual-purpose Tickford de luxe estate body, 1 1/2-litre, requires: Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2, Temple Bar 3553. (1954)

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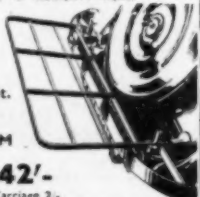
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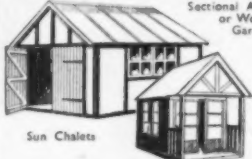
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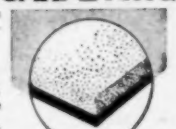
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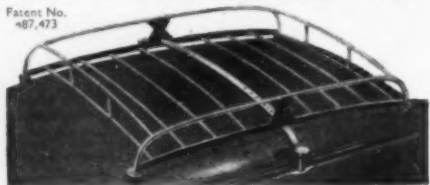
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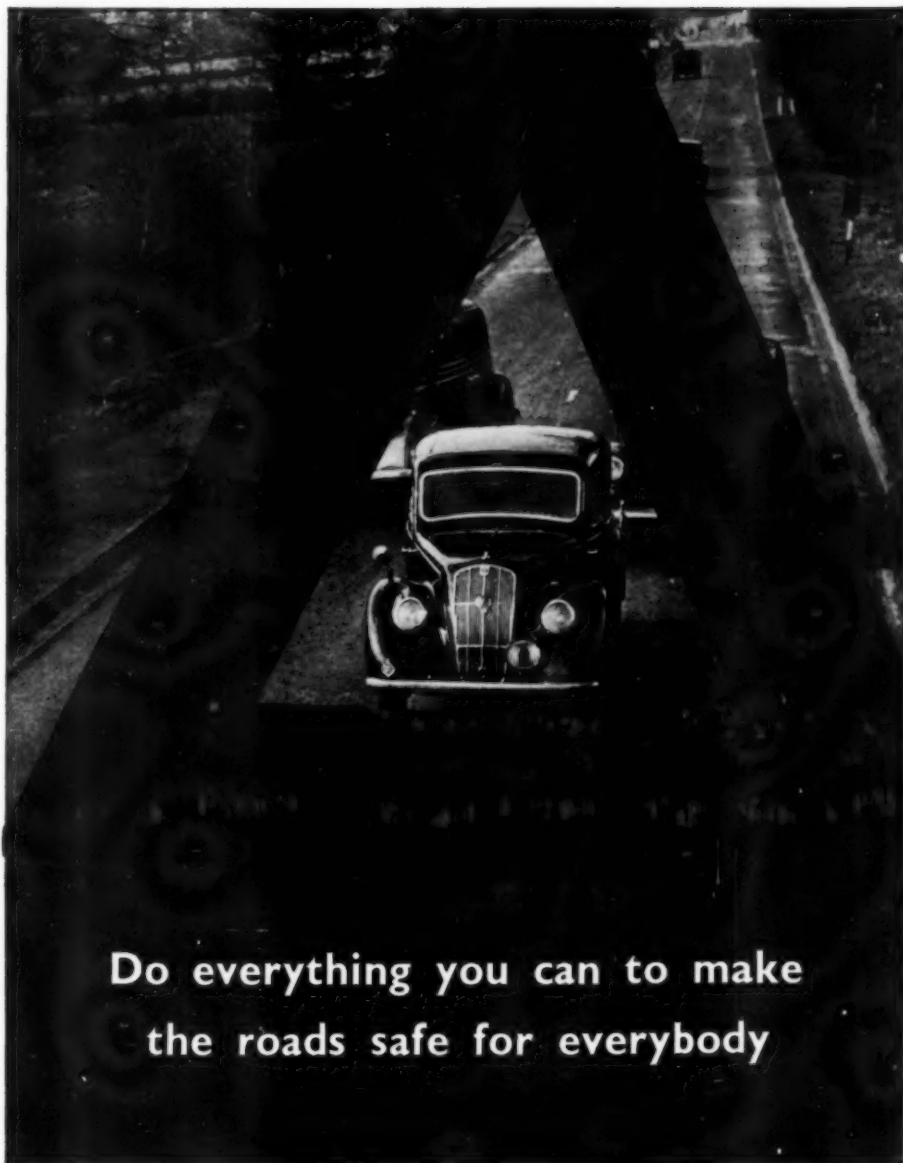
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